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DODWELL & CO., LIMITED, General Managers.

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AGENCY, LIMITED.

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COURT OF DIRECTORS; R. M. GRAY, Esq., Chairman. N. A. Siens, Esq., Deputy Chairman. David Meyer Moses, Esq. A. McConachie, Esc. E. Gootz, Esq. A. Haupt, Esq. A. J. Raymond, Esq. R. H. Hill, Esq. 1 P. Sachse, Esq. The Hon. J. J. Keswick. R. Shewan, Esq.

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Hongkong, 16th October, 1899.

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THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 34 PER

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Chief Manager. GEO. W. F. PLAYFAIR. Interest for 12 months Fixed ..... 5 % Hongkong, 30th May, 1899.

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INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON. 

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L ACCOUNT at the Rate of 2 per cent. per On Fixed Deposits for 12 months... 4 per cent. T. H. WHITEHEAD,

Hongkong, 20th May, 1898.

Manager, Hongkong.

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Branches and Agencles. CANTON. PEKING. SINGAPORE. CHEFOO:

SWATOW. CHINKIANG TIENTSIN. FOOCHOW. HANKOW: THE Bank purchases and receives for collec-

Tion Bills of Exchange drawn on the above, places, and Sells Draits and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

3 % per Annum Fixed Deposits for 3 months.

E. W. RUTTER,
Acting Manager,
Hongkong, 21st November, 1899.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Untimations.

REMARKS N'SAKI & KOBE Socotra ......T. H. Hide, R.N.R...... 2nd Dec ...... Freight only. LONDON, &c., Clyde" ........C. T. Denny, R.N.R. ... Noon, 9th Dec. ...... Freight or Passage. JAPAN ...... Rosettat ......C. C. Talbot, R.N.R. J., 9th Dec...... Freight or Passage. SHANGHAI ... Parramatta... A. Symons ................ About 9th Dec ...... Freight or Passage. 

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG : -

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

. Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

\* PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sailing Dates. ...WEDNESDAY, 13th December. KONIG ALBERT..... PREUSSEN......WEDNESDAY, toth January. SACHSEN ......WEDNESDAY, 7th February. OLDENBURG ......WEDNESDAY, 21st February. BAYERN ..... WEDNESDAY, 7th March. STUTTGART.....WEDNESDAY, 21st March. KONIG-ALBERT. WEDNESDAY, 4th April. IVEIMAR.....WEDNESDAY, 18th April. PRINZ HEINRICH...... WEDNESDAY, 30th May.

ON WEDNESDAY, the 13th day of December, 1899, at Noon, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain O. Cüppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommidation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Hongkong, 17th November, 1899.

# PHONOGRAPHS

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Ex. S.S. KAMAKURA MARU!

A NEW STOCK OF

LATEST PARISIAN AND LONDON FASHIONS,

ALSO A CHOICE SELECTION OF

W. POWELL & Co.,
Immediately Opposite P.O., 1st floor.

SALES

For Further Particulars apply to:

H. A. RITCHIE, Superintendent.

Hongkong, 29th November, 1899.

- \*- (See-Special-Advertisement). (Passing through the Inland Sea).

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th December.

For further Particulars, apply to

AGENTS. [1394a

THE NEW HOME PHONOGRAPH (GENUINE EDISON) WITH FITTINGS. PRICE \$80.

BALL DRESS TRIMMINGS.

MATHUSALEM

12, QUEEN'S ROAD. Hongkong, 27th November, 1899. THE-

No. 5-B, BUND, YOKOHAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager. -Yokohamar-1st-October,-1897,

Auction.

PUBLIC AUCTION. THE Undersigned have received instructions -1. from the Captain Superintendent of Police to Sell by

PUBLIC AUCTION, TO-MORROW (THURSDAY), the 30th November, 1899,

A LARGE QUANTITY OF SURPLUS STORES.

363 MAUSER RIFLES, 180 MUZZEE LOADING MUSKETS, 160 REVOLVERS, BAYONETS, RIFLE and REVOLVER AMMUNITIONS, GUNPOWDER, COP-PER, BRASS, LEAD, IRON, GAMBIA, RICE, RICKSHAWS, &c., &c., &c.

38 Balls PATNA and tot Cattles MALWA TERMS:--As Usual.

HUGHES & HOUGH, Government Auctioncers. Hongkong, 29th November, 1809. 114752

Masonic.

DELIGENTIA LODGE OF

INSTRUCTION.

REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 30th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 22nd November, 1899. [1451a

LODGE,

REGULAR MEETING of the above LODGE will be held at the FREEMA-SONS' HALL, Zetland Street, on FRIDAY, the 1st December, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Notice of Firm.

Hongkong, 24th November, 1899.

NIPPON YUSEN KAISHA.

AURING my Temporary Absence from Hongkong Mr. JIRO ITAMI will have charge of this Office. A. S. MIHARA.

Hongkong, 25th November, 1899. [14762

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG HE Undersigned AGENTS of the above

CURRENT RATES. SIEMSSEN & Co. Hongkong, 28th May, 1895.

Class FOREIGN and CHINESE RISKS at

To be Net.

TO LET:

WINE AND SPIRIT MERCHANTS, CEMI-DETACHED VILLA RESI-DENCES.on Bowen Road (now in course.) of erection.) GROUND FLOOR, 52, PEEL STREET.
"HARFORD." MAGAZINE GAP.
ERANIE'S BUNGALOW, KOWLOON.

GODOWNS at KENNEDY TOWN. THE HONGKONG LAND INVEST

MENT & AGENCY CO., LD. Hongkong, 17th November, 1899. OFFICES TO LET.

TO. 2A, ICE HOUSE STREET. Immediate

W. DANBY, Civil Engineer & Architect. Hongkong, 7th October, 1899.

NE LARGE ROOM, suitable for OFFICE, with Immediate Possession.

A. HAHN

No to Ice House Street Hongkong, 15th November, 1899. 12200

FOUR PERFORMANCES ONLY. MONDAY, WEDNESDAY, THURSDAY

SATURDAY, 4th, 6th, 7th and 9th December. LIRST APPEARANCE IN HONGKONG

MADAME. AND COMPANY OF FIRST CLASS

Modern Conjuring, XX. Century Mind-Reading, Second Sight up-to-date, OPENING PROGRAM. Blindfold Lightning Calcula-

Spiritualistic Marvels, . | Comic Songs, Mimiery, etc. CHANGE OF PROGRAMME NIGHTLY. Doors open 8.30 P.M. Performance 9 P.M. Prices :- Dress Urcle and Stalls \$2, Pit \$1 Soldiers and Sailors in Uniform Pit 80.30, Booking Office. - ROBINSON PIANO. Co. Flongkong, 29th November, 1809

TREASURY BILLS. TENDERS for SPECIE -MENICAN DOLLARS, Current in this Colony, and weighing 7-1-7, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London,

H.M., Treasury Chest, until treasur, on FRIDAY, the 1st December. The Tenders to state the total amount icquired (in Pounds Sterling), and the amount for which each Bill should be drawn, but no - Bills will be issued for sums less than Z 100.

will be received by the Officer in charge of

The Tenders to be in Duplicate and in scaled covers, addressed to the Officer in charge of H.M. Treasury Chest, and endorsed "Tenders

for Treasury Bills." The right to accept or reject any or all of the Tenders is reserved.

E. TISGORGES. T. C. Officer, China.

Her Majesty's Treasury Office. Fletcher Street, Queen's Road,

Hongkong, 28th. November, 1899. MAS SALE During 2 Weeks only. JAPANESE FINE GOODS with 20%

New Goods arriving EVERY DAY, commencing from 1st December.

D. NOMASS No. 12, Beaconsfield Arcade. Opposite the City Hall. Hengkong, 29th November, 1899.

DOUGLAS STEAMSHIP COMPANY; LIMITED

FOR SWATOW. THE Company's Steamship

#FORMOSA; Captain Douglas, will be despaiched for the

at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIN & Co., General Managers: Hongkong, 29th November, 1899.

TOYO KISEN KAISHA. NOTICE.

TONSIGNEES of CARGO per Steamship

"HONGKONG-MARU," are hereby notified that their Goods are at their risk being discharged into Lighters and; or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 6th December will be subject to rent. No Fire Insurance has been effected. J. S. VAN BUREN,

Hongkong, 29th November, 1899.

# Entimation.

A.S. WATSON & Co., LIMITED.

EXE USUAL AT THIS SEASON OF THE YEAR WE ARE

OFFERING FOR SALE AN PRIQUE

SELECTION OF THE PUREST AND BEST

CONFECTIONERY

FROM THE

SIMPLEST QUALITY TO THAT OF THE MOST RECHERCHE

DESCRIPTION. IMPORTED FROM THE LEADING

LONDON AND PARISIAN

A. B. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

BRIDGER.-On the 28th instant, at Government Civil Hospital, Hongkong, the wife of HERBERT B. BRIDGER, of a son.

# (the Hongkong Celegraph

HONGKONG, WEDNESDAY, NOVEMBER 29, 1899

#### NOTES AND COMMENTS.

It is at least agreeable news to learn that communication has been restored with Estcourt; we may understand from this that General JOUBERT has abandoned his first benevolent intention of sweeping the British into the sea, at least for the present, and finds that he is not, by any means, strong enough to risk battle against the column advancing northward to the relief of Ladysmith. This is at least refreshing; it proves that in spite of the thickness of the Boer brain repository, the British bayonet, is at last, forcing the fact home, that one Boer is not the master of three Britishers.

It is reported too, that the Boers are retiring from Natal, in the direction of Bloomfontein -- but it is hardly likely that there will be any absolute evacuation until we have succeeded in relieving Ladysmith. It may be taken for granted that the relieving | man after a fight lasting six days and nights. column under General Charry, will have to meet a concentration of General JOCHERT's forces, probably, in the neighbourhood of Colenso, and there fight the first decisive battle of the campaign. It is probably for the purpose of this concentration, that the Boers are retreating on Ladysmith. To have engaged us south of Esteouri where General HILDYARD has a considerable force at his disposal, composed of the three arms of the service, would be to run very serious risks. he were defeated in a battle and driven back. closely followed by the victorious army, the presence of General HILDYARD in his rear would menace his retreat and probably result in the annihilation of his command. Under the circumstances it is certainly wiser for him to allow a junction to be effected between Generals CLERY and HILDYARD. rather than leave the latter in his rear. whilst risking an engagement with the 60 teeth and the rear sprocket 7 teeth. advancing troops.

It is hardly likely that the rumour, that is was intended to attempt a rish on Pieter maritzburg, could have had any foundation a in fact. If General JOURERT marched south, as it seems he did; we may take it that it was merely a reconnaisance in force. JOURERT after his experience at Ladysmith would hardly commit himself to a seige of a place the size of Pictermaritzburg, Which would certainly be powerfully defended, with THE Hon. Treasurer of the Alice Memorial from the investment of Ladysmith. He would know that to do so would be courting | funds of the Hospitals ; destruction.

By degrees the Boers will come, to the recognition of the fact, that their system of warfare by small commandos acting almost independently, cannot meet with success. above Port, on FRIDAY, the 1st December, Defeat after defeat must force them to see, that if they have any hope of successful will be advertised shortly. resistance, it can only be by an absolute concentration of forces, and a final supremeeffort. Our efforts should-be, if possible, to prevent, this concentration of forces. Howe The syce upset the carriage when going round can do this we shall prevent a battle which ] will be one of the bloodiest which has been a fought by us since the Crimean war. The by the splashboard and two wheels passed over question of course is, whether or not there is his legs. Luckily no bones were broken, but a sufficiently powerful controlling head, to bring about this concentration. At present the Boer forces are spread out in a semiindependently of each other. JOUBERT We may presume is the controlling head, but it is questionable whether, whatever his need, the will be able to exercise sufficient authority over the commandos along th frontier, presuming he has efficient communication with them, which would enable him to depend upon their acting in concert with him, or even upon their concentrating ; at his command, if their undisciplined deaders did not quite see the force. obeying his orders. All the various detachments, have been lighting under separate leaders, and there is no leader who has yet had any experience in commanding a large force in the field. It remains therefore, to be seen, when a large mass, say of thirty or i forty thousand men, have to be used against over six birds. I fired my left and got one. a similar opposing army, whether it will be I had No. 8 shot and a 12-bore gun. I, wonder possible for an inexperienced general to manteuvre such a force to advantage. It hardly seems possible. Then too, under fire it requires the strongest restraining influence, of enforced and practised discipline, to induce commanders and their commands to cooly obey orders, with a disregard to their own ideas of what should be, and it is very possible, that however carefully fourerer may lay plans; like his first attempt, at Glencoe, those plans may be frustrated, by the failure of his subordinates to carry out the general idea. We may depend upon this, that many Commanders in the Boer Army unused to restraint will often act on their own initiative, which will render them unreliable, and by their unreliableness assist in their own discomfiture.

# REUTER'S TELEGRAMS.

THE WAR. Communications with Estcourt

-Restored. LONDON, November 27th. Communication between Durban and

Estcourt has been re-established. General Joubert is retiring from Mooi River in the direction of Ladysmith.

#### The-Killed at Grasspan and Bolmont.

The killed at the action at Grasspan include Commander Ethelston of the Power-

ful and Major Plumbe and Capt. Senior of WE would call the attention of our readers to the Marines. At Belmont Lieuts. Fryer and Blundell of the Grenadier Guards, Capt. Cagar and Lieut. Brine of the Northumber-

The War.-Natal. A despatch from General Buller dated Maritzburg 26th instant, says that General Hildyard advanced on the 23rd against the enemy at Beacon Hill, the operation resulting in the retirement of the enemy." The British loss was 14 killed and 50 wounded. It appears that the Boers finding the British too strong are retiring to Ladysmith. Orders have been issued at Estcourt for a

general advance on Colenso. The Mooi River railway has been reopened to Freere.

The Relief of Kimberley. Nothing further has been heard from General Methuen. The Navals and the Marines lost fourteen killed and ninety-one wounded at Grasspan.

The Boers are reported South of Storm- |

#### Bechuanaland.

The Boers have been repulsed at Kuru-The Boers lost 30 killed and 28 wounded. The British loss was trifling.

WEATHER REPORT.

The Observatory report says :--

On the 29th at 11.55 a.m. the barometer continues to fall, on the China coast. Pressure is still high over central China, and relatively low, apparently, in the Pacific near the Loochoos. Gradients slight on the coast, moderate with strong monsoon in the N. part of the China Sea. FORECAST: -- Moderate N. winds; fine.

#### LOCAL AND GENERAL.

A meyelle geared to 240 will be sent to the Paris Exposition. The front sprocket contains

ON January 1st, 1899, the length of the whole Russian railway system opened for traffic was-26,958 miles. This included the lines in Rus-

MR. O. Reynolds states that the causes of the slipperiness of ice is that the lowering of the melting point by pressure forms a very thin liquid film on the surface of the ice.

the small force he would be able to spare and Nethersole Hospitals begs to acknowledge with thanks the following donations to the

WE have been requested to announce that a Concert will be given in the St. Andrews Hall on the evening of Saturday, the 16th/ of December, in aid of "The Kowloon Institute," and "The Star." Particulars of the performance

COLONEL Walker, the acting Resident of Sclangor, has met with a carriage accident. a sharp corner on Thursday evening; and, springing out, Col. Walker was knocked down the Colonel was considerably shaken .-- Straits

circle all around their frontier. There is DURING the Dewey land parade it is estimated large number of commanders acting that 800,000 people used the Brooklyn Bridge cars; the Sixth and Ninth Avenue Elevated Roads alone carried 490,000 passengers 240,000 by Pennsylvania Railway and ferrics, and 3,000,000, in all saw the parade. Notwithstanding the enormous volume of traffic on all of the roads, the percentage of accidents was

> Six snipe at a shot is a pretty tall order we opine. Mr. Walter C. Boomgardt, writing to the Madras Mail, reports as follows: "Two days ago, while I was out snipe shooting along a swampy piece of paddy land covered over with a kind of thorny bush and heavy grass, a bunch of snipe got up about 30 yards away. fired my right barrel and to my surprise knocked if any other gentleman has knocked over six snipe in a single shot!".

WE would draw the attention, and ask for their

assistance, of the Hongkong public to the good work that is being done, under great difficulties, by the Soldiers' and Seamens' Institute in Kowloon. Pecuniary assistance, though, always welcome, is not always the great thing wanted A little personal interest and help at the Tues-, day evening concerts would be most acceptable. These concerts are given every Tuesday evening free, to soldiers and seamen, and we are absurd, he held, to convict one person and informed that the organiser of them, the Rev. Mr. France, has great difficulty in getting volunteers to assist him. Considering the amount of talent there is in Hongkong this ought not to be the case. People will willingly give money and allow the Institution to become a simple charity and there; as far as they concerned, allow the matter to end. We need hardly say something more is required. The seamen on shore are assailed by many temptations and these concerts are intended and do offer, without any consideration of creed or sect, a counter attraction. An opportunity is given to soldiers and sailors to have placed before them higher and better amusements than they are generally used to. If a good concert is given the men are willing to come again, not only to the concerts, but will use the homomore frequently, But if a concert is advertised and not given the men go away disgusted and the chance for elevating them is past, probably for ever,

the announcement of four performances to be given by Madaine Konorah, the modern witch. Our Shanghai and Japan contemporaries speak in highly eulogistic terms of the performance.

So hateful is compulsory service in the militia or "schutterij" at Batavia, says the correspondent of the Straits Times, that the "schutters" there have petitioned the Governor-General wholly to do away with it. They favour its substitution by a tax on those liable to service, the money to be spent in raising a volunteer corps. "The "schutters" at other places are expected to join the movement. At Batavia, the "schutters" intended to hold a public meeting to discuss their grievance and support the petition. But it was found that the law stood against the idea, by official interprelation. The authorities hence forbade the meeting to

WILLE the 2nd Battalion of the Scottish Rifles were marching through the streets of Glasgow, in route for the Cape, the crowd broke through the ranks and carried the soldiers' ritles, and in some cases the soldiers themselves. Many half mutchkins (pocket pistols well charged with the national beverage) were handed to the men by their civilian admirers. A sergeant, seeing one of his men receiving what he thought too many, called out, "We don't want Dutch courage." A stalwart native, evidently not well versed in military parlance, mistook the ser geant's meaning and promptly replied "Mon; what are ye haverin about, that's nae Dutch ava, its guid and Scotch."

WE have received from the Editor, Dr. C. b Harford Battersly, M. A., Swangston Gollege, Stratford, London, the first number if a new sixpenny quarterly entitled Climate. We are always glad to welcome a new journal, especially one of this kind, whose aim is, as the Editorial informs us, the collection of facts and opinions on health questions which may be available for intending travellers in all climes. There is nothing of especial interest in this number The Rev. W. Weston M. A. gives an interesting account of a libliday in the Japanese Alps and recommends the trip as one that can be accomplished within a month, if the weather i good, and at very resonable cost. Mr. A. II Nye gives an instructive arcticle illustrated by photographs and plans, on house building in Central Africa. Other contributions are "Across Africa" by Mr. S. F. Arnott and climate and travel in Labrador by Mr. W. T. Grenfell. The first number of this journal is fairly promising but like most medical journals and papers, advertisements occupy a large portion of the contents, which are hardly interesting to the general readers. An outfit list for those going to Uganda occupies five pages and comprises everything a traveller could, possibly require from a tent to a tin of Keating's insect powder. However, as intending travellers are the only class of persons catered for we cannot complain and would advise those going abroad who cannot make up their, mind what purchases to make to consult the advertisements, of which there is a complete index.

#### PIRATES CAPTURED IN BRITISH WATERS.

Yesterday we gave the account of the capture of some pirates at Lamina Island, and we are how pleased to say that the fourth has been captured by Det.-Sergt. Gourlay: He was hiding in a house at the back of the island when discovered and protested vehemently that he was not implicated. He was, however, brought to Hongkong and identified by the wounded man. who has now recovered sufficiently to be able to give evidence. To-day at the Magistracy the four prisoners were brought up and charged and after evidence of arrest by Sergts. Ashmore and Gourlay was given, the further licaring was adjourned until the 6th proximo.

# LEGAL INTELLIGENCE.

SUPREME COURT.

IN APPELLATE JURISDICTION. Before the Acting Chief Justice (the Hon. 11 M. Goodman) and the Puisne Judge

(Mr. Justice Wise).

November 29th.

An appeal was heard from the decision of the police magistrate Mr. Compertz who had convicted Mr. Shelton Hooper of an offence under the provisions of the Health Ordinance, for having neglected to whitewash certain houses in Sun and Moon Streets. Mr. J. J. Francis Q.C. appeared for the appellant, Mr. Pollock for respondent. The case was one in which the point was reserved as to whether the Land Investment Company who held a reversionary interest in the property, but who were not the immediate landlords, they having sublet the property for a period of five years to a person. who had relet it to the present tenant, were or were not in point of law, the owners of the

Mr. Francis, argued that the finding of the magistrate was bad in as much as Mr. Shelton Hooper was not the owner of the property, and that therefore it the Land Investment Company, were held to be the owners of the property, Mr. Shelton Hooper, who was merely the Secretary could not, if the Company were liable, be punished for the Company. It was punish another. He therefore asked their lordships to say that the finding of the magistrate was bad. Their fordships however ruled that they were not called upon to pronounce upon that point. The question they had to decide was on the point reserved whether or not the Land Investment Company could properly be called the owner.

Mr. Francis pointed out that there were in fact three owners, who were deriving rentals from the property. First the Crown, who received the ground rentals, secondly the Land Investment Company, and thirdly the immediate landlord. He submitted shat the Land Investment Company practically relinquished the ownership and control of the property, when they leased that property for a region of five years. The lessee for the time being was as much the owner under a five years lease as he would be under a 99 years lease He lind absolute control, and collected the rents; the Company feassuming the rôle of owner after the lapse of the five years lease,

provided that lease were not renewed. After hearing further arguments from both sides, the Court adjourned state die to enable Their Lordships to draw up their decision.

#### THE PATRIOTIC FUND.

A meeting was held this morning in the Hall of the Chamber of Commerce of the committee appointed to raise funds for the Patriotic fund. It was decided in view of the further light thrown upon the manner of the distribution of the Mansion House fund, by the publication. of the letter of the Lord Mayor of London to the Fines, which appeared in the columns of our morning contemporary to-day, to send all contributions received to the Mansion House to the credit of the Soldiers' and Sailors' Families Association for them to distribute.

#### PUNJOM MINING CO., LIMITED.

The following is the report for October of Mr. Bailey, the Manager at the Mines :-

Adit levels .-- A little low grade ore was taken out from here, and driving 30 ft, from the second uprise at stope No. 1, and some repairing of drives was the only work done here.

Level No. 1, (50 foot level). Stope No. 1.-This stope continued to give us a fair quantity of ore, but of lower grade than formally, and work was almost entirely stopped here during the latter part of the month because of shortage of mining timbers and to await development as No. 2 stope is worked, per below. - A second uprise was put through to the Adit levels here in very fair ore all the way.

No. 2 Stope .-- But little ore was mined here during the month as we had all the ore and rock from elsewhere to handle the mine is equipped to do. That mined was of good grade. -This ground is very heavy and difficult to keep timbered, being "swelling ground" because of the sulphurets in the ore expanding with oxidization as it is exposed to the air making retimbering the drives to here continually necessary, which has had due attention. -

Level No. 2 (100 foot level.)-South drive from crosscut No. 1-Driven 7 feet making I total of 66 feet from crosscut on the lode or lode formation. I am now somewhat doubtful if we are on a lode proper here; if we are it is very indefinite, and poorly defined, and what ore there is is practically of no value.

But little work was done here, principally because of shortage of labour; this work being prosecuted only when we have men to spare. South drive from northwest drive from shaft.—This drive was not extended any, but widening it a little further 6 feet along it was done, some good ore being taken out in doing so. A stope will be opened above this drive later, where we will get some good ore, how much cannot now be Estimated.

Northeast drive from shaft .- Driven 33, ft. making a total of 52 ft. This was driven on, a line of formation which I think likely the same as the south drive from crosscut No. 1 is on in an opposite direction of course. Nothing of value, or of but little promise has so far been developed therein.

A crosscut was driven northerly from this drive 5 ft. to test some white quartz but showed nothing of value.

Uprise No. 1.-Continued on the lode or lode formation 12 ft. on an incline of about 15 deg. from vertical, making a total distance of 50 ft. from Level No. 2. Here again the formation is broken up and indefinite.

Product.-But very little of the rock from the workings at this level is sent to the mill, it practically all being too low grade to warrant

Shaft.--This" was continued vertically in country rock, though a lode-like formation was passed through at it, making it a total depth if 151 feet. At 150 ft. depth preparations were commenced to open out level No. 3.

No. 2 Workings shaft :- This was sunk 15 fter on a slight incline, on the lode, making it a total of 47 feet. At the point adit crosscut of this shaft a chamber was cut to facilitate working from there.

Adit Cros@cut.-This was discontinued upon reaching the shaft per last month's report. North Adit drive. - Driven 26 feet 6 inches, 213 , Cotton, J. T ..... 22.1 making a total of 83 feet 6 inches from the surface, but nothing of value or promise being found in the latter work, it was discontinued:

Driven 2 feet 6 inches, making a total of 103 feet from the winze, when it was discontinued there being no ore showing therein and this ground can better be developed by a drive later from the crosscut from shaft. A small crosscut was put in west from this drive 13 feet 6 inches but developed no ore. · North drive from crosscut from shaft ...

Level No. t. North drive from winze.-

Driven 3; feet 6 inches, making a total of 9; feet on a good well defined lode all the way, which continues about 4 feet to 5 feet thick, but while still carrying fair gold not so good as where driven on last month. South drive from winze .-- Nork was resumed

here and 87 feet driven, making a total of 111 feet 6 inches from winze, some little low grade ore was had here in places and in other places it cut out altogether. As a whole this drive cannot be said to look promising now.

Shaft,-We have been delayed in getting started sinking this for lack of timber to put in

Shaft-A vertical shaft was started here near the old No. 4 East workings, off of the lode, 8ft by 4ft in the clear and sunk 15ft bin, and timbered for a permanent engine shaft. Prospecting .- Considerable surface prospect

ing along the line of the lode was done, but

nothing new developed. REDUCTION WORKS. Mill.—This was run equivalent to 29 days full time, 19 stamps on headings and 12 stamps and 2 concentrators part on headings and part on Tankong ore; mostly on the latter, crushing ore and yielding product as follows:-

Concentrates . Gold Amalgam Bullion Estimated 1,000 Ore. Tons. ors. weight. Concentr. 160.37 Tankong 951 110 Headings 2036, 2044 Total...2987 314.4 107.17

\* Assay value 3 ozs. 1 dwts. 16 2-6 grs. In The headings milled, as will be noted, were retails at 45 cents silver a pound; ham, from Jullion 91.81 ozs. unusually low grade, being from a pile that has | 55 to 85 cents a pound; and lard at 45 cents. been left more or less in the way for years,

doubtless because of their very low grade. The Tankong ore was also unusually low. grade, because of the impracticability and inadvisability of sorting that mined to make it average higher, as, not having an unlimited quantity of this ore I think it best to mill everything that will give a profit at all, now.

Labour .- This continues insufficient, partic-

ularly for getting timber. Water Power .- This was insufficient for power to run the mill'a short while early in the month and steam auxilliary had to be used, but during the latter part thereof was ample.

Transport.—We are still short of sufficient.

transport for our needs because of continued Machinery.—Tilk is working well at both disease among our bullocks: Taukong and Gubau. Surveying .- Survey of our territory is pro-

Roads and Bridges. - Because of heavy rains these are not in the best condition but kept

#### HOOKEY

HONGKONG HOCKEY CLUB VEFIUS

H.M.S. "BARFLEUR." A match was played at Huppy Valley yesterday afternoon between the above named teams. and ended in a decided victory for the Barfleurs by six goals to one. Major Luke, R.M., acted as Referee. The following comprised the

H.M.S. "BARFLEUR."

Guy, Cornabe, Bowden-Smith, Wilson, Strong.

Forwards. Deacon, Stevens, Bewley, Wilkinson, Hooper,

Wodehouse. HONGRONG HOCKEY CLUIL Within a few minutes-of the commencement of play Hooper on the Club's left wing had scored it e only point his side was destined to achieve throughout the gaine. The Club team was by no means the strongest they could have selected, whilst the Naval men the forwards especially, hit hard, passed well and displayed good combination. As a result Bowden-Smith scored two goals in succession, then strong got home and Wilson followed suit twice before half time was called. In the second half Bowden-Smith again struck through the posts, the

Club failing to do anything. For the Losers Wilkinson and Hooper did excellent work as also did the goalkeeper. Most of the work on the side of the naval men, was done by the for--wards-but-of-course-the-backs-were there-when wanted. There were few fouls or offsides but towards the close of the game it was so' dark that the ball was well nigh invisible.

The Hongkong Rugby Football Glub will play the Navy on Thursday at the Happy Valley. The Club will not be quite at full strength, unfortunately, owing to Thursday being the last. day of the month -- a busy day for some Civilians. But, nevertheless, the Club may be expected to give a good account of themselves. The attention of Naval officers is directed to the new rules passed by the Club Committee whereby they are accorded the u e of the Grand Stand on that day. The following will represent the Hongkong Club :- Back-R.G. Thomson, R.A.; Three Quarters-M. L. Wilkinson, R.A. H Hall, A. Beattie, H. Hancock; Halvest-Willamson and A. J. Stevens, R.E. Forwards-K. Vyvyan, R.W.F., H. Morrell, McMurtrie, E. E. Deacon, H. Halifax, Loring, R.A., A. R. Izat R.A., R. Castle, R.A., (Capt). Linesman-C. F. Mulliken, R.A., Referee-Capt. Waymouth, R.A., Kick-off at 4.15 p.m. sharp.

#### HONGKONG VOLUNTEER ORDERS.

GENERAL. Tactical Exercises.-The Corps will take part in tactical exercises with the Garxison on Saturday, 9th December, in the afternoon. The Commundant trusts that as many as possible will attend and that O. C. Units will make every endeavour to have a very full muster.

Fuller details latter. FIELD BATTERY. The following is the result of the examination

for gun layer's badges in this Unit :--Bank and Name Average time Total Remarks. 236 Gun. Watson, W.mant 3.8 40 and prize.

, Craig, R. H. ..... 14.3 Millar, J....... 16.9 ,, - Alves, A. E. ...19.2 159 Bomb. Lammert, H. A. 19.4 279 Gun. Chunnut, A. E ... 20,5 132 Corp., Bridger, H. B...21.0 106 Gun. Stewart, W. ......22.1 Donaldson, T... 19.8 Baker, F. H. J., 24.0

Mackie, A. J. .. 25.0 "C"MACHINE GUN CO. Struck off.-No. 247, Corporal W. Toller, has been struck off strength of Corps, dated 22nd November, 1899.

# CORRESPONDENCE.

tWe do not necessarily endorse the opinions expressed by

Correspondents in this columnal FAIR PLAY IN THE PHILIPPINES.

TO THE LUITOR OF THE "HONGKONG TELEGRAPHE." SIR,-Will you kindly favour me by inserting these few words regarding the missing bird, H.M.S. Peakock. We have been down here close upon seven months and during that time we have had seven hours leave. During our time here; we have had seven senior officers in charge, who only remain a very short time, and I see by the Press that it is very unhealthy for the crews of the cruisers staying so long in such a place, but where does the gunboat come in?

In our case, we have had no canteen stores, excepting those we begged from our cruisers and which they really wanted themselves, owing to our having no canteen on board. We have been over two years away from England and during that time we have only had 84 hours general leave, after spending the winter at Wei-hai-wei, and we have been to no places of interest during our commission. We are thinking that something should be done and somesoon to hear of our relief.

ONE OF THE FANTAIL. Manila, November 23rd, 1899.

## HOG MEAT IN SINGAPORE.

Consul-General Moselay writes from Singapore; July 19, 1899 :- It seems that the attention; of our large packers of bacon, hams, and lard should be directed to the high prices of the product of the hog in this market Bacon So far as I have been informed, there is no American bacon, ham, or lard for sale here. Singapore is a depot for a large territory, and I believe a good demand for the products of the American hog could be created here, if proper efforts were made by our packers.

# U.S. NAVAL ESTIMATES.

The estimates for the naval establishment for the fiscal year ending June 30, 1901, have just been approved by Secretary Long. The estimates antount to \$73,045,183.15, an increase of \$24,537,187,57. The increase includes \$12,268,474.32 for public works at various mavy yards and stations, the current appropriation for the same purpose being \$5,840,786.50. For the new Naval Academy \$2,021,000 will be required. as compared with the current appropriation of 19720,000, For the Increase of the navy, including construction, machinery, armour and armament, \$22,983,101 will be required, while the current appropriation is only \$10.392,402. The Bureau of Steam Engineering \$1,000,000, and for pay of the navy about \$700,000. The Health;—This was generally good during the Bureau of Ordinance on the other hand requires about \$700,000 1655

LADYSMITH, October 30th-

Firing commenced at 5 o'clock this morning, the Boers shelling Ladysmith with forty-

An advance of the British forces was made at dawn, with the object of shelling the Boers from the position "where yesterday" they had mounted a number of guns. On reaching the spot, however, it was found that they had evacuated the position.

The British continued to advance, and the movement developed into a reconnoissance in force. The enemy were posted on a range of hills having a frontage of about sixteen miles. The British force was disposed in the following order: On the right, three regiments of cavalry, four batteries of the Royal Field Artillery and five battalions of infantry; in the centre, three batteries of the Royal Field Artillery, two regiments of cavalry and four infantry battalions; on the left, the Royal Irish Fusiliers, the Gloucestershire regiment and the Tenth Mountain Battery. This force had been detailed to guard the English left flank at a late hour last night. General AVhite's plan of operations was that as the movement developed the force constituting the centre, which was disposed under cover of a kopje about three miles from the town, should throw itself upon the enemy, while the left flank was being held by the Fusiliers and the Gloucesters. The scheme was well devised but failed in execution; owing to the fact that the Boer position which formed the British objective had been evacuated.

LONDON, October 31st. The Daily Telegraph has the following account of the Ladysmith engagement from its special correspondent at the front :--

"An indecisive reconnoissance occurred to-day. General Sir George Stowart-White advanced before daybreak with all the available forces from Ladysmith, moving toward Tintayon. Two brigades were under Colonels lan Hamilton and Howard, and another, with Sir General Archibald Hunter, went toward Buluwan, while two regiments, guided by Major Adye, marched on our extreme left beyond the old camp.

"The Boers were found to be in great force at all points. Although we have seven batteries of artillery, their fire failed entirely to crush that of the enemy until our envalry, the Fifth Lancers, pluckily rode across the enemy's front and feigned a retreat. This, however, failed to entice the enemy out, the Boers only replyingwith a shell fire.

"This flank attack so developed that Colonel Hamilton had to reinforce our right with three batteries and the Gordon Highlanders, the. Devonshire regiment and the Manchester regiment at intervals. Our artillery then changed front, and a severe artillery duel ensued, the guns generously supporting the reinforcing

infantry as they advanced. "Two batteries remained insaction against the "twelve-pounder, " and quick-firers of the naval contingent came into action." The enemy had field pieces, machine guns and a twelvepounder. General White in the afternoon withdrew his forces upon Ladysmith.

The British artillery quickly reduced the volume of the enemy's fire, but the attack delivered on the right flank was the principal one, and the column was compelled to charge. The Boer attack had been silenced for a time, and the British infantry advanced, covered by the cavalry. The enemy now began to develop a heavy counter attack, and as they were in great numerical superiority General White gave orders for the infantry to be gradually withdrawn. The movement was carried out with great steadiness and deliberation, under cover of the British guns, which made excellent practice.

Some shells were thrown into the town from the Boer's forty-pounders at a range of over 6,000 yards, but no damage was done. The engagement lasted several hours, and resulted, on the British side, in casualties estimated at from 80 to 100. The Boer losses must largely have exceeded this total

The attack was admirably delivered by the Bri tish right, and the Boers were fairly driven out of one of their strongholds near Lombardskop. It was not possible, however, to push the success much further, as beyond that point lay a long, hig ridge, affording every kind of natural cover. Of this the enemy took the fullest advantage. The British shells failed to dislodge the Boers, and as the infantry moved forward in extended order they came under a heavy and well directed rifle fire, the result of which was soon apparent.

General White, who was with the centre, seeing that the troops on the right were somewhat pressed, sent to their assistance the whole centre column with the exception of the Devonshire regiment.

The battle had then lasted four hours, during which the artillery fire on both sides had been almost incessant. The Naval Brigade, which landed at Durban, had arrived on the scene toward the end of the fight, and they immediately brought their heavy guns into play. Their practice was magnificent. At the fourth shot the enemy's forty-pounders had been knocked out of action.

The town is now freed from apprehension of bombardment. Throughout the engagement the Boers field their ground with courage and tenacity, and, considering the intensity of the British artillery fire, they must have suffered

# General White's Report.

Salar de la financia de la companya del companya de la companya de la companya del companya de la companya del la companya de The War Office here has received a dispatch which says General White has fought an engagement, presumably with General Joubert's. forces, which were pushed back after several hours' fighting. The British Jost about 100 men and the Boer losses were much greater. The Boers were in greater number, and had better artillery

General White's dispatch, which was dated 4:30 p.m. to day, read !

I employed all the troops here except the obligatory garrison before the works. I sent amountain battery, the Royal Irish Fusiliers and the Gloucesters to take up a position on the hills to clear my left flank. The force moved at 11 o'clock yesterday evening, and during some night firing, the battery inules stampeded with some of the guns, which, however, I hope to recover. These two battalions have not yet returned, but they are expected

this afternoon. "I detailed two brigade divisions of field artillery and five battalions of infantry aided by cavalry under General French to attack a position which the enemy yesterday dividing his forces and underrating the strength mounted guns. We found this position of the Boers. He declined to give an opinion evacuated, but our force was attacked with regarding fulfire developments. considerable vigour with what I believe were

troops were all in action and we nushed the enemy back several miles, but did not succeed | that the combined command of the Transvant in reaching his langer. Our losses are estimated at between 80 and 100, but those of the enemy must have been much greater, the

fire of our guns appearing very effective. After being in action several hours I withdrew the troops, and they returned unmolested to their cantonments. The enemy are in great number, and their guns range further than our field guns.

"I now have some naval guns which have temper crily silenced and I hope will permanagily dominate the enemy's best guns, with which he has been bombarding the town at a range of over 6000 yards.

#### Britons Led into a Great Trap.

LADYSMITH DISASTER A SECOND MAJUBA London, October 31st.

From the scant advices received tip to 11.00 p.m. it seems tolerably certain that the Ladysmith disaster was 'a simple repetition of the battle of Majuba hill, though on a larger scale. The two regiments were allowed to march into a trap set for them by the Boers. It is simply a case of the Boer spider and the guileless British fly. In fact, the whole engagement of Monday scenis to have been brought on by Commandant-General Joubert, who skillfuly conceived a gigantic trap, out of have again shown themselves stern fighters and which, as the official dispatch shows, Sir George White only escaped with difficulty.

General White advanced with the idea of driving the Boers from the hill seven miles out, which General Joubert made an ostentatious than imagined, the capture of these guns will show of fortifying on Sunday. The Boer commander left a force sufficient to draw. General White on, while the mass of the Boers be moved stealthily around the British right, to deliver a flank attack and to endeavour to cut off General White from Ladysmith. The Bri- at least partly due to the stampeding of the tish commander succeeded in beating off the attack, but only with great difficulty, and during the turning movement his troops suffored from officers were made prisoners, besides a news-

Harsh things are said in military circles of the British tactics which have made possible the ambush of the Eighteenth Hussars at populace. The newspapers extras were eagerly Glencoe, and now the loss of two fine regi- read in business houses, in the streets and by ments. It is feared that Sir George White is no match for the Boers in cunning, and it is pointed out that if the British commanders | which by noon was surrounded with private continue to lead their men into obvious traps | carriages and hansoms, while many of the humfurther disasters must be looked-for .---

officer, whose name is withheld, but who is described as "a well-known General with a distinguished record during the Indian mutiny, in the course of which he passes severe criticism? upon the conduct of the capaign. "Yesterday's disaster," says the officer, "is only another proof of serious blundering. Although Sir | One official said: "It is inexplicable, and I am George White is a good regimental commander, he does not seem to excel in strategy or the management of a big division. I regard the had regiments almost wiped out, but to have

Proceeding to discuss the engagement at Glengoe, the officer observes: "Some of the more likely due to the craze of our younger 'enemy's officers were allowed to occupy and plant guns on Talana hill. Nothing was done to stop this until the Boors began to shell | Cross than to the fault of that splendid Indian Giencoe on the following morning. As for yesterday's casualty, it seems inexcusable that the two regiments should have been allowed to | War Office swelled to enormous proportions separate themselves from the main body; espe- | and at Cloucester, the home of many of those cially with a swarm of the enemy against them. | engaged, the wildest excitement prevailed. I know I am expressing the opinion of many | The special editions of the local newspapers military officers. We are disgusted with the were speedily exhausted and the same thing that all is well. War Office for having prematurely allowed the | occurred at Bristol and other towns in that assuance of glowing reports of victories without | country. Coming so soon after the engageequal frankness and promptitude in disclosing | ment at Rietzfontein, where the Gloucesterthe circumstances discounting these reports." responsibility and the terms of his dispatch are lover the county whose name the regiment regarded in some circles as virtually placing bears. his case in the hands of the home authorities, well-informed quarters.

#### List of Officers Captured.

LONDON, October 318t. General White telegraphs the following list

of officers taken prisoner to-day: -Royal Irish Ensiliers :-- Lieutenant-Colone F. R. C. Carleton, commanding, Majors F. H. Munn, C. S. Kincald, Captains A. R. Burrowes, G. H. B. Rice, wounded, W. B. Silver, Coast cable. wounded, Lieutenant A. E. S. Heard, C. E. Southey, W. H. B. Phibbs, A. H. C. MacGregor, H. B. Holmes, A. L. J. M. Kelly, W. D. Dooner, wounded, R. J. Kentish, Killehan, Jeudwine, Chapkiin Matthews...

Gloucester Regiment :-- Major Stanley Humphrey, commanding, Majors Herbert C. Cure, W. B. P. Wallace, Captains Stuart Duncan, wounded, R. Conner, wounded, Lieutenants Alan Bryant, F. C. Nisbet, J. O'D. Ingram. R. M. M. Davey, C. S. Knox, W. A. M. Temple, A. H. Radice, F. A. Breul, W. L.B. Hill, H. H. Smith, W. S. Mackenzie, R. L. Beasley, R. J.

E. Bryant, Lieutenants G. D. Wheeler, Nugent, Moore, Webb.

Staff: - Major Adye.

# Grief at the Homes of Captured

Troops. TRISH SENTIMENTS LESS PRO-BOER. New York, October 31st.

A London cable to the Sun says :-- Armagh, Ireland, which is the depot headquarters of the Royal Irish Fusiliers, received news of the capture of this regiment by the Boers at first with astonishment and disbelief This afterward gave way to anger at the sacrifice of a corps which did not have a chance to distinguish, itself. There is also bitter feeling against the War Office for not sending re-inforcements

It is noteworthy that the pro-Boer sentiment among the Irish Nationalists has subsided

LONDON, October 31st. The disaster has caused a feeling akin to consternation, and in Gloucestershire and the north of Ireland, where the captured regiments were recruited, the blackest gloom prevails, families awaiting with beating bearts the names of the killed and wounded, which are fully expected to reach high figures. - Many homes are already in indurning in consequence of losses sustained by these regiments in previous engagements.

## Leyds Surprised at the News.

BRUSSELS, October 31st. Dr. Leyds, the special representative of the Transvaal Government in Europe, in the course of an interview to-day regarding the situation at Ladysmith, said he was greatly surprised at the news of the British disaster. While paying a warm tribute to the candour of Sir George White, he pointed out that a tactical error had been committed by the British commander in

Telegrams of congratulation had been re-General Joubert's troops. They had many ceived by him, he said, from all parts of Europe must go on to the bitter end, with redoubled guns and showed in great numbers. Our and from all classes of society. In reply to a question as to the Boer forces. Dr. Levds said and the Free State aggregated only 50,000, including old men and boys.

## Boer and British Treated Alike,

DURBAN (Natal), October 31st.... The Legislative building has been transformed into a hospital for the Boer and British. wounded, who will be treated alike

#### Deepest Gloom Holds England.

DROP IN AFRICAN SHARES,

- LONDON, October 31st. A feeling of deepest gloom pervades a England to-night because of the disaster which has befallen the British army in Natal. The news came as a heavy shock and caused consternation. While minor reverses in Africa were not wholly unexpected, nothing like the staggering blow General Joubert delivered to General White's forces yesterday was antici pated. The full extent of the disaster is not yet acknowledged, if it is known, at the War Office. The loss in effective men must be appalling to a General who is practically surrounded. Two of the finest British regiments, and a mule battery deducted from the Ladysmith garrison weakens it about a fifth of total strength and afters the whole situation very materially in favour of the Boers, who

military strategists of no mean order. The disaster cost the British from 1500 to 2000 men and six seven-pounder screw guns, and as the Boer artillery is already stronger be a serious matter.

Further news must be awaited before it is attempted to fix the blame where it belongs. General White manfully accepts all the responsibility for the disaster, which apparently was mules with the guns.

From the list it will be seen that forty-two paper correspondent, J. Hyde. The interest in the news was universal, per-

vading all classes and conditions of London's women in their carriages. Then there was a rush to the War Office,

bler class of people came on foot, all waiting An interview is published with a British and watching for the names they held dear. Never was the old saying "Bad news travels quickly" better exemplified here than to-day, of the battle were widely different from that By noon gloom and bitter sorrow prevailed throughout the British metropolis.

At the Government offices no effort was made. to conceal the feeling of dismay prevailing. sorry to say that its moral effect is inestimable. We have lost heavily in many wars and have Glencoe business as another example of blun- regiments captured, and by the Boers, it is

Another official said: "The disaster is officers to distinguish themselves, obtain mention in the dispatches and earn the Victoria veteran, General White, in spite of his avowal." As the day wore on the crowd around the shires suffered heavily, this fresh disaster Sir George White's honest admission of full | brought the keenest sorrow to households all

The disaster had an immediately effect on and it is even rumoured late this evening that the Stock Exchange, where consols fell onethe War Office has already decided to supersede | half. South African securities dropped heavily, him. The report, however, is discredited in Randlines falling two points. Rio Tintos fell three-fourths.

There was a continuous stream of callers at the WarsOffice until a late hour, everybody inquiring regarding yesterday's casualties, but the War conice dectared that nothing had been received since Sir George White's dispatch communicating the news of the capture of the capture of the Royal Irish Fusileers and the Gloucestershire regiments.

This delay in getting further intelligence is attributed in part to the breakdown of the East

Late this evening the Prince of Wales and the Marquis of Salisbury sent their respective secretaries to the War Office to make inquiries, but the reply given was that no further news had been received. Large crowds still waited in the vicinity shortly before midnight.

The tidings of disaster will have the effect of giving a strong, impulse to the popular movement to raise funds for the benefit of the wives and children of the men at the front. The War Office, under the signatures of the Marquis of Landsdowne, Secretary of State for War, and General Lord Wolseley, commanderin-chief, has issued a long statement indicating Mountain Battery No. 10 :-- Major Gilbert the best methods of distributing the money thus

#### England Gloomy but Determined. NEW YORK, October 31st.

A cable to the Tribune dated London, November 1st, says: The forecast of defeat over which keen observers were brooding before midnight Monday, was officially confirmed before to o'clock yesterday. It was the bluest and blackest day London has known since the first tiding of the Sepoy rebellion. The news that the Boers had completely outmandswered General White, and, while luring on the British centre and right, had ambuscaded the left wing, cut two battalions to pieces and forced them to surrender, together with a mountain battery. filled the streets with dismay and gloom. John Bull is not accustomed to being beaten by anyhody, and he takes punishment, when comes, with poor grace and a sense of bewilderment, albeit with complete self-com-

Disaster was written large in every newspaper placard during the day, but the newsboys were surrounded with grim swarms of purchasers, setting their teeth together and determined to know the worst, yet marvelling how so overwhelming a defeat had been within the range of possibility in the Queen's dominions, It was not enough for General White to declare that he alone had blundered, nor for the War Office to order out three additional battalions and a mounted battery to replace the losses sustained at Glencoe and Ladysmith. What every Englishmen knew in his heart was the truth, that the rustic Boers, whose strategy and training had been despised by the military staff and the nation, had contrived both at Glencoe and Ladysmith to outmanœuver the British generals and ensuare large bodies of the finest and most experienced soldiers into ambuscades from which there was no escape.

Humiliating to English pride as was this confession, there were no signs of flinching in any quarter. John Bull's heart was hardened, not softened, by the unexpected disaster. The most ardent peace advocate did not venture to take up his parable yesterday. There was only one expression heard in the clubhouses, exchanges and streets; this was that the war

-What will the Natal field force do now ?-is the question on very tongue. It is itself supplying an answer by fighting with spirit and discipline. When the Boers have renewed their attack, will it retreat or stand its ground, remaining on the defensive and fighting desperately? The latter alternative is accepted by nearly all military writers, since it cannot find a better defensive position at Colenso, and retreat to Pietermaritzburg and Durban would involve a long march of 189 miles, with the

livers harassing the rear column. Buller will now, settle the question, not White, and he is not considered by military critics or intimate friends as likely to begin the campaign by ordering the abandoninent of Natal.

# What the "World" Says.

NEW YORK, October 31st. The World says :- To have two thousand men taken prisoners on the field of battle is a blow which the prestige of the British army will not soon recover, not since Uncle Sam humbled British pride at Saratoga and Yorktown and the French forced the Duke of York to capitulate at Alkmaar have any large number of British soldiers allowed themselves to be taken alive by an enemy. One-sixth of General White's soldiers has been lost by his effort to drive the enemy back only far enough so that Ladysmith might be safe from bombard-

There was some consolation when the Duke of York, in 1799, capitulated with the whole of his army, because of the fact that a large number of French and Dutch prisoners then in England enabled the British General to arrange comparatively favourable terms. But now, as at Saratoga, when Burgoyne surrendered 5,800 men, and as at Yorktown when Cornwallis surrendered 7,000 men, there is nothing to alleviate the anguish of failure. Since Majuba hill, in 1881, the officers of the

British army have burned for an opportunity to wipe out the memory of that defeat. Now they find, to their dismay, that they are completely out-generaled by Boer farmers, and that their artillery is powerless before the artillery opthe two republics. 'Majuba hill is not yet "avenged."

#### The "Call's" Opinion. BRITISH WAR REPORTS.

Shortly after the publication of official dis--patches-impounding the success of the British forces at Glencoe, near Dundee, there came from Pretoria a report giving the Boer version of the affair. The Pretorin accounts of the results sent out by the British, and The Call in commenting upon the discrepancy stated that the events to follow in the next few days, would show which report was the more accurate. There is now no longer any doubt on the question. The Boers were not defeated at Glencoe. Their advance has been continuously forward, and the British, despite their claims of victory, have had to fall back from every one of their advanced positions.

Notwithstanding the retreat of his army, notwithstanding the imminent danger of complete defeat which threatens it at Ladysmith, General White continues to send boastful dispatches to London announcing victorious attacks on the Hoer lines. These dispatches are doubtless designed to be reassuring, but they have ceased to have that effect. Reports from London show that the people are in a high state of anxiety concerning the situation, and comparatively little trust is put in the official assurances

The unreliable nature of the official reports given to the public was exposed in Parliament during the short session called to vote money for the war. On the floor of the Commons is was openly charged that the Secretary of State for the Colonies was suppressing or misreprenting dispatches from the front. The charges were indignantly repudiated, but the repudiation only shifts the responsibility a little further back. Clearly the truth has not been told, and if the Ministers in London have not altered the dispatches then the general at the front has misrepresented the facts.

Judged by the results, Weyler's dispatches of victories over the Cubans were not more false and misleading than those which the British authorities in South Africa have sent out concerning the battles of the present war. They have claimed successes in every engagement, have repeatedly asserted that the Boers were driven back from point after point with heavy loss, and yet the movements of the campaign show that it is the British who have had to retreat the British whose losses in killed, wounded and prisoners have constituded the serious features of the fighting, and the British who are now in peril of being forced to surrender their

army to save it from annihilation. Over and over again British critics have denounced the censored reports sent out from 'Manila under the order of General Otis. Over and over again they have assumed a superior virtue in lecturing the American people upon the misrepresentation of news. Never, however, has there even been committed by the officials of this country, whether civil or militarý, any such wholesale and extraordinary misrepresentation as that which is now being carried on by the British general in his reports from the seat of war. It is not suprising to learn that even his own countrymen do not believe him, and, despite the best efforts of the Government to reassure them, the feeling in London continues to be one of intense anxiety.

## JEWS!

Estimates of the number of Jews in the Bazaar in aid of the Aisle de la Ste Enfance, at world, of course more or less approximate, calculate their total at about ten millions, of which four and a half millions are comprised in the Russian dominions, and 1,800,000, in the Austrian. The United States come third with 930,000, of which 350,000 are in New York alone, Germany and Roumania have respectively 560,000 and 300,000, the British Isles but 150,000, Asiatic Turkey a like number, and European Turkey, 120,000. France, in which so much is written about being Jew-ridden, has only 72,000, with another 49,000 in Algeria. The present tendency of the Jew is to increase most rapidly in the English-speaking countries, as in the United States, where half a million have been added to their number during the last decade, and in the United Kingdom, where the numbers have trebled within a score of years. In Russia also, during the same period, they have grown, according to calculation, from two and a half to four and a half millions, despite the persecution to which they are subjected there.

# SHIPPING REPORTS.

Captain Brown, of the steamship Ulysses, from Singapore, reports :- Strong N.E. winds and high sea.

Captain Jones, of the steamship Sishan, from Koh-si-chang, reports:—Strong wind and a rough head sea throughout.

# CALENDAR.

Meleerological means based on fifteen years' -observations to 1898. Barometer ......30.103 TO-DAY. WEATHER REPORT. i i i 🗗 😁 😁 🗀 On date at i On date at Harometer...........30,27 

Rainfall .....

TO-DAY. Wednesday, 29th November, 1899. Chinese-27th of 10th moon of 25th year of Kavang-sii. Sun-Rises ..... 6hr. 23min. Sels ..... 5hr. Iamin. High water-Morning ...... 5hr. somin.

Afternoon ..... ohr. omin. Low water-Morning ...... ohr, 3omin. Morning ... .... the symin. ANNIVERSARIES.

1530-Cardinal Wolsey died. 1574-The Chinese piratical fleet of Li-mahong arrived in Manila Bay. 1863-The Taiping Prince, Mow Wang, mur-

1869-Murder of the Captain and four men of the British barque Crofton near 1876—Immense fire in Tokio; six square miles

of buildings laid waste. 1881-Sir George Bowen appointed Governor of Hongkong. 1886-Collision in Hongkong harbour between

mail steamers City of Peking and

1800-The Imperial Diet, Japan, opened by the Emperor in person. 1891 --- Wreck of the British sch. Leongrea at Newchwang.

1897-Death of M. Imbault Huart, French Consul at Canton. 1898 Spanish 'Government formally accepts America's terms for peace.

TO-MORROW. Thursday, 30th November, 1899. Chinese-28th of roth moon of 25th year of Kroung-su. Sun-Rises ...... Ohr. 24min. Sets ..... 5hr. 14min. High water-Morning ........ 7hr. omin. Afternoon .... Ohr zomin. Low water-Morning ...... thr. raftin. -Afternoon ..... ohr. romin.

1853 -- Destruction of the Turkish fleet at 1861 -- Jefferson Davis elected President of the Confederate States.

ANNIVERSARIES.

1873-St. Joseph's Church, Hongkong, conse-1878 - Formation of St. John's Lodge of Freemasons under the Scottish constitution, at Hongkong.

1892-The Japanese cruiser Chishinia Kan sunk in collision with the P. & O. steamer Ravenna in the Inland Sea. 6t lives lost. 1896--- Explosion on the s.s. Saghalien; 13 lives

1807-Germany's demands presented to China. 1898-Austrians conclude Japanese Commercial treaty.

# AGENDA.

TO-DAY.

Register of shares in Messrs. Watson & Co.

TO-MORROW.

3 p.m. -- Meeting of the Legislative Council. 11 a.m. -Auction sale of surplus police stores arms, ammunition and opium at the Central Police Station. Noon. -- Navigazione Generale Italiana steamer Bisagno leaves for Bombay.

5 or 5.30 p.m.--Regular meeting of the Diligentia Lodge of Instruction. Occidental & Oriental steamer Gaelic leaves for San Francisco. P. & O. steamer Malacca leaves for London. Cargo ex s.s. Kamakura Maru subject to rent.

4.15--Rugby Football, return match H.K.F.C. 9 p.m .-- St. Andrew's Ball, at the City Hall.

FRIDAY, 1st. Noon. -N. Y. K. steamer Sanuki Morn leaves for Marseilles and London. 4 p.m.- Cargo ex s.s. Coromandel subject to

8.30 for 9 p.m. - Meeting of the Zetland Lodge. SATURDAY, 2nd. First Race for Commodore's Cup, in connection

14.15 p.m.-Football. Engineers Institute v. R.E. Recreation Club at Causeway C. & O. steamer Lady Joicey leaves for San

with Royal Hongkong Yatch Club.

SUNDAY 3rd. Royal Hongkong Yacht Club-Club Race No.

Course No. 18. H. A. steamer Bumberg leaves for Havre and Hamburg.

MONDAY, 4th. Adjourned inquest on late Private Jones and Jordan at the Magistracy.

TUESDAY, 5th.

the City Hall. 4 p.m. - Cargo ex s.s. Socotra subject to rent. -wednesday, 6th.

Inquest on late Sergt. Healy, R.A. at the Magistracy.

# SHIPPING AND MAIL NEWS.

· MAILS DUE. German (Prinz Heinrich) to-morrow. Canadian (Empress of Japan) and prox. French (Ernest Simons) 3rd prox. Indian (Arratoon Apear) 5th prox. Australian (Airlie) 7th prox. American (China) 7th prox-Australian (Taiyuan) 13th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba ...... at Kowloon Dock Isla de Lucon ...... Simila H.I.G.M.S. Hertha ... Rohilla ..... Haltan ...... H.M.S. Whiting ..... Lang Tsing ..... U.S. Iris ..... Progress ..... Haling ......... Powan ........ D. Juan d'Austria ... " Cosmopolitan Bygdo ..... Prosper .....

# Shipping.

Arrivala ULYSSES, British steamer, 2,281, J. R. Brown, 28th Nov.,--Liverpool via Singapore 20th Nov., General.—Butterfield & Swire. SISHAN, British steamer, 845, A. Jones, 28th Nov.,-Koh-si-chang 18th Nov., Rice.-Bradley & Co.

Bygno, Norwegian steamer, 772, C. Brekke, 28th Nov., Canton 28th; Nov., General. Sander, Wieler & Co.

Kyoro Manu, Inpanese steamer, 1,040 Sakurai, 28th Nov., -Moji 23rd Nov., Coal,

- Dodwell & Co. HONORONO MARU, Japanese steamer, 3,385, W. E. Filmer, 29th Nov. - San Francisco 1st Nov., Honolulu 8th, Yokohama 11st. Kobe 22nd, Nagasaki 24th, and Shanghai 27th, General.—J. S. Van Buren.

SANUKI MARU, Japanese steamer, 3,793, W. Townsend, 29th Nov.,-Moji 25th Nov., General.—Nippon Yusen Kaisha.

LADY JOICEY, British steamer, 2,300, Gook, 29th Nov., -Moji 23rd Nov., Coal -Butterfield & Swire. NANYANG, German steamor, 983, Th. Lehmann

29th Nov., -Chefoq 24th Nov., General. -Siemssen & Co. LOYAL, German steamer, 1,237, Lorenzen, 29th: Nov. - Canton 28th Nov., Coal. - Sander, Wieler & Co.

HANGCHOW, British steamer, 999, Pearce, 29th Nov.,-Chinkiang 25th Nov., Rice and Nuts.-Butterfield & Swire. IPHIGENIA, British cruiser, 3,600, H., N. Dudding, 29th Nov.,-from a cruise.

29th Nov.,-Wuhu 24th Nov., General ---Kwong Man Woo. SHANSI, British steamer, 1,250, Carnaghan, 29th Nov., - Canton 29th Nov., General Butterfield & Swire.

KIANGNAN, Chinese steamer, 1,347, Bissander,

## Clearances at the Harbour Office.

Lothair, Italian bark, for Callao.

Hinsang, British str., for Yokohama. Samshui, British steam-launch, for Wuchow. Loyal, German str., for Hongay. Hoikong, Portuguese steam-launch, for Maczo. Meefoo, Chinese str., for Shanghai. Kongnam, British str., for Canton; Sundakan, British str., for Sandakan, Nanyang, Cerman str., for Canton, Ulysses, British str., for Shanghai. Pakshan, British str., for Swatow. Kiangnan, Chinese str., for Canton. Kavai Lum, British steam-launch, for Macao. Hangehow, British str., for Canton.

#### Departures.

Nov. 29, Rohilla, British str., for Japan. Nov. 29, Triumph, German str., for Holhow. Nov. 29, Swatow, German str., for Haiphong. Nov. 29, Jason, British str., for Amoy. Nov. 29, Meefoo, Chinese str., for Shanghai. Nov. 29, Hinsang, British str., for Yokohama.

#### Passengers-Arrived

Per Sanuki Maru, from Moji-Captin To Inquye (I.J.N.), and Consul Boriguchi. Per Hongkong Maru, from San Francisco, &c.-Mrs. Irvine Todd, Mrs. Geo. N. Wolfe, Mrs. T. S. O'Leary, Mrs. B. S. Hegley and child. Mr. Jno. E. Mason, Miss Mason, Mr. R. T. Mulkern, Mrs. H. B. Orwig and 3 children, Mrs. J. Finnick and infant, Mrs. D. Tompkins and 3 children, Mrs. J. Keithley and 2 children, Messrs. O. Robbins and 3 sisters, J. Golden, C. V. Malmberg, Mrs. M. U. Gustin, Mrs. Jno. O'Shea, Comdr. F. P. Gilmore, Mrs. C. F. Snow and infant, Mrs. J. R. Putnam, Mrs. Chas. R. Noyes, Miss J. M. Humphreys, Mr. A. Wysard, Mr. and Mrs. Cama, Mrs. Hopkins, Mr. M. Leon, Mr. P. Hottori, Miss. Susie Holcomb, Mrs. Jas. Regan, Miss Nellie Regan, Mrs. L. T. Wingate, Mrs. Lco D. Miner, Mrs. J. W. Richardson, Rev. and Mrs. A. E. Street and infant, Miss S. J. Cooper. Mr. and Mrs. M. Berol, Messrs. W. Berol, Jos. Wallie, Miss Jones, 183 Chinese and 18

Per Kiangnan, from Wuhu-8 Chinese.

#### STEAMERS EXPECTED.

Names.	Front	Due.
Prinz Heinrich Afridi Benalder Diomed Empress of Japan Ernest Simons Arratoon Apcar China Airlic Taiyuan	Singapore Singapore Singapore Shanghai Singapore Singapore Singapore Fan Francisco Port Darwin	To-morroy To-morroy Dec. 2nd Dec. 3rd Dec. 5th Dec. 7th Dec. 7th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sallings" are now published in these columns, and in so doing respects fully arge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already superplied gratis with the latest available information every day.

## PROJECTED SAILINGS.

Destination. Date. Abergeldie ..... Portland, &c. ..... Jan. 27th Adolph Obrig ... New York ......Qk. desp. Afghanistan ..... New York ...... Qk. desp. America Maru ... San Francisco, &c. Jan. 27th Asama ...... New York ...... Dec. 20th Australian ...... Sydney, &c........ Dec. 8th Bamberg ...... Havre, &c. ....... Dec. 3rd Bayern ...... Straits, &c. ..... Met. 7th Bisagno ...... Singapore, &c ..... Nov. 30th Breconshire ..... Victoria, B.C. ..... Jan. 13th. Carlisle City..... San Diego, &c. ... Dec 31st Chelydra .......Singapore, &c......Dec. 2nd China ......... San Francisco, &c. Dec. 16th Chingtu ...... Sydney, &c..... Dec. 20th City of Dublin ... Victoria, B.C. ..... Dec. 30th Clyde ..... Europe, &c. .... Dec. 9th Coptic ...... San Francisco, &c. Jan. 20th Doric ............ San Francisco, &c. Dec. 23td Emp. China ..... Vancouver, &c..... lan: 17th Emp. India ..... Feb. zath. Emp. Japan ..... Gaelic ........ San Francisco, &c. Nov. 30th Hongkong Maru San Francisco, &c Dec 19th Idomeneus ..... London ..... Dec. rath .. London ..... Karlsruhe ....... Straits, &c. ...... lan. 24th König Albert ... Straits, &c. ...... Dec 13th Königsberg ..... Havre, &c. ...... Dec. 10th Lady Joicey ..... San Diego, &c. ... Dec. 2nd Legazpi ...... Manila ...... Nov. 30th Malacca ...... London .......... Nov. 30th Monmouthshire. Portland, &c. ..... Dec. 23rd Nanchang ....... Manila, &c. ...... Dec. 1st. Nippon Maru ... San Francisco, &c. Jan. 3rd Oldenburg ..... Straits, &c. ...... Feb. 21st Pakhoi ...... Shanghai ..... Nov. 30th Parramatta .....Shanghai ..........Dec. 9th Preussen ...... Straits, &c. ...... Jan. 10th Prinz Heinrich... Straits, &c. ...... Dec. 27th. Queen Adelaide. Victoria, B.C. ..... Dec., 2nd Reuce ...... New York, &c ..... Qk. desp. Sachsen ...... Straits, &c. ..... Feb. 7th Saint Irene ..... Victoria, B.C. .... Dec. 20th Sanuki Maru ... Marseilles, &c..... Silesia .... St. Mark ...... New York, &c ..... Strathgyle,..... San Diego, &c. ... Dec. 15th Stuttgart ..... Straits, &c. Sungkiang ..... Manila ..... Tamsui Maru ... Swatow, &c....... Dec. 3181 Tantalus Liverpool Thales ..... Swatow, &c. .... Nov. joth Woosung .....Shanghai ..

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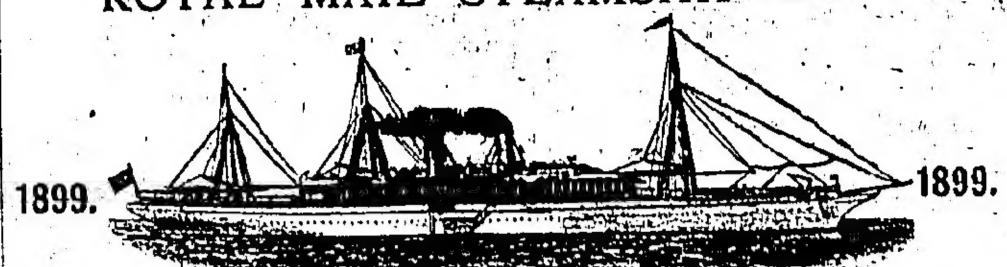
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(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, R.N.R. .... WEDNESDAY, 20th Dec., 1899 EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 17th Jan., 1900. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLIANTIC WITHOUT CHANGE Change connection is made THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

The attractive scatures of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 27th November, 1899. CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY. 17 IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO FZA INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS,

HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &C.

HARTMANN'S RAHTIEN'S GENOINE COMPOSITION RED HAND	Lady Joicey 3,194 about	Dec.
BRAND, HARTMANN'S GREY PAINT,	Strithgyle   5,023   valout	Dec. 1
DAIMLER'S PATENT MOTOR	Carlisle City   3,002   about	Dec.
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	THE Steamship	, ,

"LADY JOICEY," will be despatched for SAN DIEGO VIA NAGASARI, KOBE, YUKOHAMA and HONOLULU, on SATURDAY, the 2nd December.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages SHANGHAI, NAGASAKI, KOBE, 'IN-

[39] will be received at the OFFICE until the same LAND SEA, YOKOHAMA & HONOLULU, time. All parcels should be marked to address TO-MORROW, the 30th instant, at Noon. in full. Value of same is required. Consular Invoices, to accompany cargo des- LAND SEA OF JAPAN, and call at Honolulu, tined to Points beyond San Diego, should be

sent to the Company's Office, addressed to the journey at any point en route. Collector of Customs, San Diego. For futher information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE, Hongkong, China and Japan.

Hongkong, 24th November, 1899. NORTHERN PACIFIC

# STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA. PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN-CONNECTION WITH NORTHERN PACIFIC RAILWAY CO previous to sailing.

QueenAdelaide | 2,832 | F. McNair ... | Dec. Saint Irene .... | 3,877 | W. Attree ... | IJec. 20. City of Dublin | 3,328 | J. R. Rae ... | Dec. 30. Breconshire .... | 3,567 | G. E. Elliott | Jan. 13.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-TION COMPANY.

Monmouthshire | 2,874 | W.A. Evans | Dec. 23: Abergeldie ...... | 3,777 | J. Murray ... | Jan. 27. THE attention of Passengers is directed to L , the very cheap rates offered by the Line,

HONGKONG TO LONDON £47. Excellent accommodation. First-class Ta-

bles. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK L41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery (Through Bills of Lading issued for BATAVIA, of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Tr Passengers to EUROPE may proceed by one of THE Steamship the first class ATLANTIC MAIL LINES. HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Govern- for BOMBAY, &c., on SATURDAY, the oth ment Services.

Through Bills of Lading issued to Pacifice Cargo for the above Ports. Coast, Points, and to Canadian and United & Silk and Valuables, all Cargo for France, States Points. Consular Invoices of Goods for United States.

proceeding direct to Marseilles and London; Loby must be sent forward by the sleamer to other Cargo for London, &c., will be conveyed the Freight Agent, Tacoma, Wash, or Port. vid Bothbay with Transhipment, land, Or. (whichever may be the destination of Plancels will be received at this Office until 4 the Steamer). Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day previous to sailing. For further information apply to DODWELL & CO., LIMITED.

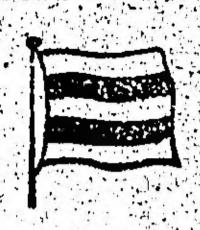
General Agents. Hongkong, 27th November, 1899.

Mails.

# NIPPON YUSEN KAISHA.

Mails.

# (THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st Dec., at Noon.
Tosa Maru	YOKOHAMA (DIRECT)	THURSDAY, 7th Dec., at
HAKATA MARUF. L. Sommer	MARSEILLES, LONDON & ANT WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	Noon
R. Nunome	KOBE and YOKOHAMA	THURSDAY, 21st Dec., at.
YAWATA MARU	NAGASAKI, KOBE and YOKO.	SATURDAY, 23rd Dec., at
FUTAMI MARU		FRIDAY, 29th Dec., at
JThom	SYDNEY and MELBOURNE	

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central

> A. S. MIHARA Manager.

Hongkong, 29th November, 1899.

## NORDDEUTSCHER LLOYD.

(Freight Service.)



# HAMBURG-AMERIKA

(East Asiatic Service.). (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISHON, OFORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

		1 1 4 1 1 1 1
STEAMERS.	DESTINATIONS. S	AILING DATE
EAMBERG	HAVRE and HAMBURG.	3rd
Mayer j	(LONDON with transhipment in HAMBURG)	About tet!"
KONICSBERG : 1	HAVRE and HAMBURGE SET	Woont total
Christianean	i /I oxioox with transhipment in MANBURG):(	December.
ANTIRIA "	HAVRE and HAMBUKG.	MADOUT 2nd
Dogwoode	L (L oxions with imperintert in MANBURU).	. Innuary.
CARNIA "	) HAVRE and HAMBURG	. About lota
Translan	i /I awaannaarh transhinnantin Mailiukki	' HILLIATY
CIT ESTA	MARSEILLES, HAVRE&HAMBURG	About 20th
Behrens	(LONDON with transhipment in HAMBURG).	January.
		The state of the s

Wednesday, 3rd Jan.,

. 1900, at Noon:

Saturday, 27th Jan.,

1900, at Noon.

Freight and - Passage. December. About and Freight. January. About 10th Freight and Passage. January. ) Freight and About 20th

AILING DATES:

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to The manufacture of the state of

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. HONGKONG MARU (via Shanghai, Naga-Saturday, 9th Dec., saki, Kobe, Inland ... at Noon Sea, Yokohama and

Honolulu) NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono-

land, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities Iulu) of the United States or Canada. Rates, and AMERICA MARU (via ' Shanghai, Nagasaki, particulars of the various Routes may be ob-Kobe, Inland Sea, Special rates (First-class only) are granted

Yokohama & Hono-THE Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th December, at Noon, taking Freight and Passengers for Japan, the

United States, and Europe. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-

their journey at any point en route.

Through Passage Tickets granted to England; France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, OPERAL PACIFIC, THE regular tariff rate. Union Pacific, Denver and Rio GRANDE, and Northern Pacific Railways; also the £4 in addition to the regular tariff rate.

San Francisco and Chicago, the option of the DENVER, and RIO GRANDE, and other SOUTHERN PACIFIC, CENTRAL PACIFIC, direct connecting Railways, and from Chicago UNION PACIFIC, DENVER and RIO GRANDE, to destination the choice of direct lines. and other direct connecting Railways and from Chicago to destination the choice of direct on application.

Missionaries, members of the Naval, Military, Officers in the service of China and Japan, and

Through Bills of Lading issued for transto San Francisco, to Atlantic and Inland Cities Havana, Trinidad, and Demerara, and to ports Company's and connecting Steamers.

P.M. the day previous to sailing. Parcel Packages will be received at Office until 3 P.M. marked to address in full; value of same is

United States should be sent to the Company's Collector of Customs at San Francisco. Office in Sealed Envelopes, addressed to the

For further information as to Passage and Freight, apply to the Agency of the Company, Freight, apply to the Agency of the Company, Queen's Building.

PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND

HONOLULU. PROPOSED SAILINGS PROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, In- (Saturday, 16th Dec.) land Sea, Yokohama and Honolulu) ......

THE Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE INLAND SEA, YOKOHAMA and HONO-LULU, on SATURDAY, the 16th December.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines: of Steamers, and to the principal cities of the LULU, and Passengers, are allowed to break United States of Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail

Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC

Passengers holding Orders FOR OVER-CANADIAN PACIFIC RAILWAY on payment of LAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO. Passengers holding orders for OVERLAND the option of the SOUTHERN PACIFIC, CITIES in the United States have between CENTRAL PACIFIC, UNION PACIFIC,

Particulars of the various routes can be had Particulars of the various routes can be had . Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Special rates (first class only) are granted to Diplomatic, and Civil Service, to European

Diplomatic, and Civil Services, to European to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities. portation to Yokohama and other Japan Ports, of the United States, via Overland Railways, to Havana, Trinidad; and Demerara, and to ports of the United States, via Overland Railway, to in Mexico, Central and South America, by the

Freight will be received on board until 4 P.M. Freight will be received on board until the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to

Consular Invoices to accompany Cargo desi-tined to Points beyond San Francisco in the United States, should be sent to the Company's

J. S. VAN BUREN, Agent

For further information as, to Passage and

same -day; all Parcel Packages should be address in full; value of same is required. tined to points beyond San't micleco htable Office in Sealed Kavelopes, moresser, to the

on application.

officials in the service of China and Japan, and to Government officials and their families.

in Mexico, Central and South America, by the Company's and connecting Steamers.

Consular Invoices to accompany Cargo des-

P.M. the day before sailing. The Contents and Shippers are particularly requested to inple the terms and conditions of the Company's

[41 Hongkong, 27th November, 1899, 1899

Hongkong, 14th November 1800 | 1310 | Hongkoop, 23th November 1800 | Ho

#### NATIVES OF GUAM HOSTILE.

LEARY APPEALS FOR REINFORCEMENTS. Washington, October 23th

Natives of Guam, that interesting island to Ladrones which became the property of the United states by the terms of the Spanish American trenty of 1898, are causing trouble to. American authorities there. Captain Richard P. Leary. U.S.N., Governor of the island, has sent an urgent request for reinforcements, and the Navy Department and the brigadier general commanding the marine corps to day issued orders for augmenting the Guam gar-rison by a battalion of marines. Severa sections of this additional force, 350 men in all, will leave various stations for San Francisco as soon as possible. They will sai thence for Guam on army transports.

.Information as to the details of the trouble in Guam are not obtainable. The natives of the island were credited with being peaceable They appeared to be glad of the change of government, but according to advices from Governor Leary they have developed a hostile attitude to the Americans and are not as peace able as was supposed. Their number is not great enough, however, to excite any apprehension in official circles as to the ability of the United States marines in the island to maintain order.

This change in sentiment or development of hidden feeling may be due to the Spanish influence that prevailed and perhaps still exists in the island. There was a small Spanish garrison at San Luis d'Apra, the principal town, when Captain Honry Glass, commanding the cruiser Charleston, which was convoying the army transports City of Peking, Australia and City of Sydney, sailed into its harbour June. 1898, and made the Spanish Governor and his subordinates prisoners of war before they were able to understand that hostilities commenced between the United States and Spain. \*\*

This Spanish force of six officers and fiftyfour enlisted men was taken away on United States ships to Manila, but whether any of its members returned to Guam after peace was declared is not known here. Some of the enlisted men had families in Guain and may have gone back there to live instead of availing back to Spain at the expense of the United

21

Order were sent also by the Navy Department to-day for the dispatch of another battalion of marines to Cavite, a naval station near Manila. These orders are the outcome of a request from Admiral Watson for marines-to serve in the island of Cebu.—S. F. Call.

## FROM CAPE TO CAIRO BY RAIL.

BY W. T. STEAD.

In the October Windsor I complete my sketch of the Cape to Cairo Railway. After describing the extension from Cairo to Khartount, I discuss the probable route beyond Khartoum :--

The ultimate route of the Khartoum railway is uncertain. Originally, the idea was entertained of carrying it along the Nile valley through Fashoda to Sobat where the trunk line. from the south was to have effected a junction. More careful examination of the proposed line of route has compelled a modification of this scheme. It is more likely that the railway him-and whilst applauding the heroism will be deflected eastward, and, like the tele- which prompted his mistaken action-we could graph, will skirt the western frontiers of have wished that he had remembered that Abyssinia. There is also some talk of building | brave men at this juncture can ill be spared the much discussed Sunkim-Khartoum branch; and his experience and knowledge of the counbut at present the notion is not to cross the try would have been an invaluable addition to desert to Berber, but to trend southward by the local defence at either Mafeking or Kim-Kassala. Suakim is undoubtedly the sea-gate | berley. But we treat his memory with reverenof the Egyptian Soudan and a line of a few hundred miles in length has always an enormous pull over its rival whose haulage exceeds a thousand miles.

SEA-SIDINGS OF THE MAIN LINE

are like plants without rocts; I indicate the I towns in Cape Colony and Natal which are at contemplated lines of communication with the present so prominently attracting public attensea between Alexandria and Cape Town. The. | tion, are of interst. Durban is named from Sir only port in actual touch by rail with the route | Benjamin Durban, who was Governor of the is Beira, which is the natural scaport of Cape in 1834. Grahamstown and Harrismith Rhodesia, and which will, when Portugal sells | are named respectively from military commanher colonies, pass with Delagoa. Bay into the | ders--Colonel Graham and Colonel Sir hands of the English. The ribs, so to speak, Harry Smith. Caledon, Beaufort, Somerset, which it is hoped will branch forth from this, and Cradock, are named from former backbone of the African railway system, are Governors-the Earl of Caledon, Lord two on the west, five on the east :-

will feed the great trunk line are as follows :- | mushroom camp to that of a permanent mining (1) The Natal railways, which start from Dur- centre. ban and at present terminate in the Transvaal. (2) The Delagos Bay railway, starting from the port of that name in Portuguese territory and terminating like the Natal railways in the

Fransvaal. (3) The Beira Railway, of which I have already spoken, crossing Portuguese territory, enters Rhodesia at Umtali, from which point it is in communication with Salisbury on the Brooks, Captain J. S. north and Buluwayo in the south-west.

(4) The German East African railway, which is still a subject for discussion at Berlin. This line, the freliminary survey of which has been undertaken, will start from Tabora, and, after crossing the German Protectorate, will throw out two branches, one terminating at Ujiji on Lake franganyika, the other at some post on the Victoria Nyanza.

(5) The British East African railway from Monbasa to the Victoria Nyanza. This line is now in course of construction.

(6) Between Mombasa and Suakim on the Red Sea there is a stretch of 1,800 miles as the crew flies; a belt through which there will be no access to the sea. Not until we reach Suakim can the Cape to Cairo line extend a branch to the sea. Whether vid Berber or vid Kassala, there is 'no doubt but that the grand trunk will some day reach the sea at Suskim ONE THOUSAND MILES OF RAIL AND THEN next indicate the diminution of rail-distance which might be effected by using the water-

ways on the route :-If Mr. Rhodes wese to utilise all the lakes Charousset, P. on his way, he would be able to get a lift of 400 | Colentt, Miss M. miles on Lake Nyassa, 400 more along Tanganyika, and nearly 300 on the Victoria Nyanza, so that at least one third of the gan yet to be bridged could be crossed by steamer. If, in addition to the lakes, he decided to utilise the Nile below Khartoum, it is possible to travel when the Nile is high 450 miles from Khar-toum to Fashoda; and if the floating vegetation could only be cut through by steamer and the Charles, W. D. waterway kept clear, he might go by boat to Canezris, M. the Albert Nyanza, which is 750 miles further south. By thus utilising both river and lakes, Duncan, Mrs. J. A. the distance to be covered by rail would be Debeaux, R. reduced to a little more than T,000 miles. Mr. Dadre, Mons. Rhodes's idea is, however, to carry the railway Dubbers, A. the whole distance, so as to avoid transhipment. Dalton, E. C. and to escape the malarious marshes between. Dark Ycona, Mons. Khartoum and the Albert Nyanta

attention (-The essential and distinctive characteristic Finanzki, L. of the Cape to Calco line is that, almost for the Ferraids, A. first time in the history of the British Empire, Fondey, C. F. the piecemeal efforts of widely-separated works. Forster, R. C. H.

THE ARCHITECTONIC IDEA.

whole by the colossal conception of one master | Guerra, T. mind. Most of the archievements of the English have been more or less unconscious and unintended. In Secley's phrase, we founded our Empire in a fit of absence of mind. But for Mr. Rhodes the Cape to Cairo line would have got itself built in sections, and it would never have been discovered that it was n Cape to Cairo line until the last gap had been bridged and the trains were actually running.

THE NEXT STEP IN PROCESS. But the notion is still in nubibus:—
No practical proposal, it need hardly be said,
has ever been made as yet to construct the Cape to Cairo line. All that is at present in negotiation is the construction of the northward extension of the Bechuanaland railway to the gold and coal regions of Rhodesia, which it is necessary to tap in the interests of the colonists themselves . . . When Mafungabusi area tapped, where seventy miles of coal-beds lie waiting the pick of the miner, not only will the railway find fuel, but it will also find mineral to fill the cars at present returned empty. The hundred miles from Buluwayo to Gwelo are all surveyed and pegged out ready for the constructor. From Gwelo to Mafungabusi, a distance of one hundred and fifty miles, another section is surveyed, and will be taken in hand at once. Beyond Mafungabusi there are only one hundred and fifty miles to cross before the line will reach the Zambesi. This river it is proposed to bridge just outside the Portuguese frontier, about five hundred miles east of the Victoria Falls, where a short bridge of a quarter of a mile will carry the line across the Bonamour, P. one great river it will meet on its northward | Coelman, R. way. Mr. Rhodes hopes to cross the Zambesi | China, Bazaar in five years' time. 'Up to this point the Cape | Cuvlie, James to Cairo line may be said to have materialised, Cameron, Wm. or to be on a fair way to materialise. North of Crawford, J. R. the Zambesi the line exists only on paper and in the imagination of Mr. Rhodes.

The right of way through German territory is a point which remains as yet unsettled .-Review of Reviews.

#### THE ABANDONMENT OF VRYBURG.

All idea of defending Vryburg was abandoned on October 15. The loyal British residents themselves of the privilege of being transported fled, and the renegade Dutch are said to have received the Boers warmly. At three o'clock on October 15 the magistrate announced to a large crowd, consisting chiefly of farmers, that the police had decided to retire, that the Volunteers would be dishanded, and that any who might choose to accompany the police would be allowed to do so. Immediately on the refugees leaving, people started off at full gallop to inform the Boers.

Assistant-Commissioner Major Scott addressed the police and Volunteers. After explaining the situation he asked those who were willing to remain and fight to step forward. Only six men responded to this appeal. The police expressed the opinion that though willing to fight, they had no chance against artillery.

Major Scott informed the magistrate of this, and the police rode out of the town, following the exodus of the townspeople, who were mostly English. Broken-hearted at his inability to defend the town through the disloyalty and treachery of the inhabitants, he shot himself on the same day.

. In Major Scott we have lost a brave officer who is very much regretted by all who knew ce as one who preferred death to disgrace and a premature grave before cowardly surrender.

#### NAMES.

Pointing out that railways without seaports: The origin of the names of some of the Charles Somerset, and Sir John Cradock (Lord To the West coast there is at present talk of Howden). The towns of Ladysmith, Port two railways; one crossing German territory to | Elizabeth, and Lady Grey, are called after the the British port of Walfish Bay, the other wives of Cape Governors. Kimberley is stretching across the Congo Free State, which named after the Earl of Kimberley, who was would unite the Atlantic with Lake Tangan- Colonial Secretary from 1870 to 1874, when yika. The fallways from the East Coast which that town advanced from the position of a

#### UNOLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office :-Leopold, E. Beeck & Co., A. Marti, A. B.

Metman, H.

Mamedine, E.

Marthens, A.

Bingham, J. E. Barker, A. M. Baber, Miss Z. Bachmann, Mrs. E. Bowman, W. Bingham, Mrs. Breilag, Mrs. L. Bandarera, H. Brownlow, E. D. Brückendorff, A. Busch, Mrs. C. M. Calder, Miss Crawford, F. O

Chanson, Mme. Clemens, Mrs. J Crowe, Miss P. Cooke, D. Clarke, S. J. Carson, G. Crook, Miss H. C. Cardwell, Mrs. H. R.

The power of the mero idea then claims. Efford, Mrs. C. ers are visibly harmonised into a stupendous Graham, Miss L.

Moses, H. E. H. McRay, A. L. MacDonald, Mrs. E. Mozne, G. H. McLeod, Mr. and Mrs. Moldajad, P. Martini, Sig. Mitchell, J. McCoy, J. P. Maxwell, J. P. McGilivray, D. Monsarrat, F. G. McClelland, Miss Morris, R. Nathan Sons, N. P. Niven, L. Odin, U. Poincilit, C. H. Petschak, M. Porusse, L. L. Pantoch, T. Partridge, C. Piemonge, T. F. Pachey, Mons. Prynn, F. J. Pelley, E. Le Paulsen, Dr. A. Piesse, C. Pierce, Mrs. P. Powell, H. G. Rotenbarg, K. Reynolds, I. Reyes, G. Rogers, Major A. Rouget, J.

Rotatein, B. Rutnin, F. Reiber, F. Riccardo, P. Roberts, Mrs. D.

Rourks, S. A. Saunders, Fred. Snannal Miss A. Smallwood, E. E. Saldanha, D. C. Stiennon, J. Stanley, J. W. Schustermann, V. Sait Mian Abdu

Karim Ahmonamed! Strongfield, Sir M. K. Y. Sydney, W. A. Steinhagen, Marie Stone, Miss J. ... Goldenberg, Miss B. Seeberg, Capt. T. Gronnhagen, Mr. W. Thomson, R. Gohde, Mrs. G. Trocs, M. P. Hofstadt, L. Taber, Miss H.

Tompson, C. H.

Thompson, H.

Thomas, L. P.

Vaughan, J. D.

Wilckens, H.

Weismann, B.

Watson, E. R.

Willoughby, Capt. J. T.

Voebel, R.

Vernon, A.

Harding, W. A. Hart, Miss M. Harvey, Mrs. C. Hudson, Lt. A. K. Hainszen & Co., C. Hesketh, S. B. Harrison, W. H. C. Havit, Maria Hooper, A. F. Heward, J. C. Hutton, S. F. Haimovitch, E. Horwitz, E. Johnston, A. H. Joseph, L. Kunkel, M. Kaimol, J. J Kyngdon, A. Lock, H. S.

Din. Mur

Fehiz, Dr.

Fakoz, D.--

Harris, F.

Godaneky, E.

srail, Eisik .

Jorge, J. V.

Ko Sin Fan

Khan, Mehta,

Falkenflick, S.

White, J. B. White S. S. Whitelaw, W. R. Williamson, R. Wing Hup Windrich, K. Young, G. W. -Young & Lawson, Messrs. Lambe, W. P. Zulanf, F. Lawson, H. L. W. List of Registered Covers in Posto Restante.

Ludvrike, Miss Louis, C. A. Lopez, J. G. (2) Lutz, Mons Mayer, A. Monzon, Vincent Cunningham, A. Mahomed, Noor Colman, Mrs. W. H. Mullins, D. Chief EngineerHong-Mansfield, Miss L. kong Railway Mugal Khan Nekolli, Stara Davies, Capt. Nestoz, W. N. Oreto Italia. Fanistein, Miss A. O'Sullivan, M. M. Freidmann, M. Fook Sing & Co. Pohusingh, Teguinat Ragas, Antonio Ruchwaldy, S. Rocof, G. (2) Renault, Mons, Paul (2) Gdansky, S. O. Singh, Kaiser Sahmiat and Fertsch Hesketh, S. B. (2) Singh, Chanda Haufmann, W. W. Singh, Jewen Hooper, G. W. , Singh, Ottana Singh, Sporan A Silva, M. da Stemer, C. L. lackson, Sergt. C. Schonaur, H. M. Schmidt, Mrs. A. Kalander Khan Veneberg, C. Weisman, B. Yamada, C. Legner, H. L. (2)

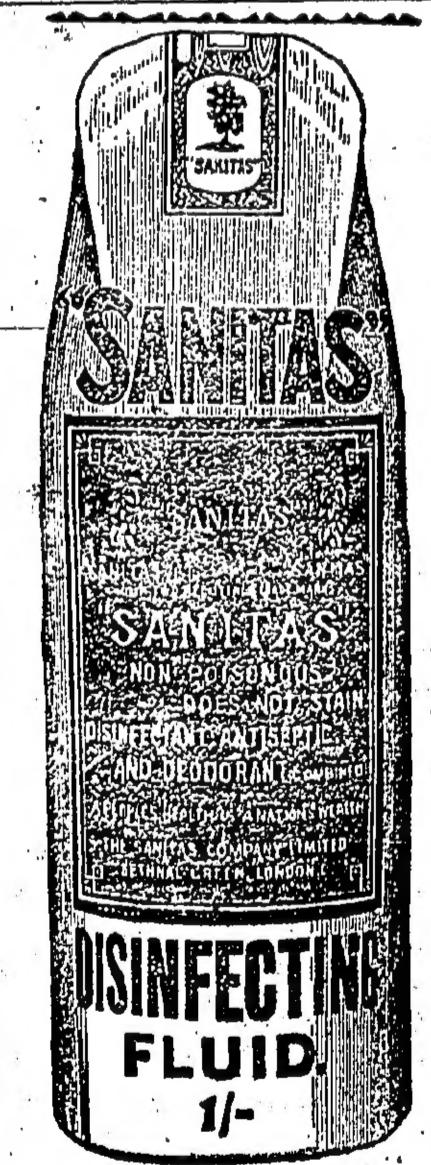
#### Lindsay, J. Buchanan List of Registered Covers for Merchant

Ī	Ships.
	S.S. ChangshaC. F. Moule. S.S. CalchaJ. Williams.
	S.S. FormosaT. H. Gill. S.S. IdomeneusH. L. Lunt S.S. LoosokG. Menzus.
	S.S. Monubilt Lames Roberts.
	S.S. Patroclus W. R. Wigmore, S.S. Paranang Chief Engineer, S.S. Sarpedon John Harris, S.S. Simla W. Harriet.
	S.S. Simla
_	34 . 44

# untimations.

NOTICE I IGHT SCHOOL for Europeans, by an EX-SCHOOLMASTER. Terms moderate, for Particulars apply

Hongkong, 18th August, 1899.



ALSO ... POWDER, SOAPS, SUI Phur (Fumigation)

Candles. ALL KINDS OF

"to based on 'minitus, a draw rest'y popular, plessent, and mursover active companied, both 1891 p. 501.

HOW TO DISIMFECT." Book sont FREE on application. OF ALL CHEMISTS, AND THE SANITAS Co., Ltd., ENTHERL GREEN, LONDON.

# Shipping.

STEAMERS. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 30th instant, at Daylight ....

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 29th November, 1899.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies.) STEAM FOR . SINGAPORE, PENANG AND BOMBY,

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITER RANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO,

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE. LONA, VALENZA, ALICANTE, AL-MERIA and MALAGA. THE Steamship

"BISAGNO," Captain Maganzini, will be despatched as above TO-MORROW, the 30th instant, at Noon. At BOMBAY, the Steamers are discharging in Victoria Dock. For further Particulars regarding Freight

and Passage, apply to CARLOWITZ & Co., Hongkong, 20th November, 1899.

HONGKONG AND MANILA REGULAR LINE OF STEAMERS. FOR MANILA.

THE Steamship

"" LEGAZPL" Captain A. Yribar, will be despatched as above TO MORROW, the 30th instant, at Noon. The Attention of Passengers in directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to LIZARRAGA HERMANOS. No. 6, Benconsfield Arcade. Hongkong, 29th November, 1899.

THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship "ESMERALDA."

Captain Cobban, will be despatched for the above Ports, TO-MORROW, the 30th instant, at 5 P.M. This steamer has Superior Accommodation for

Passengers and is fitted with the Electric Light. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Honogkong, 27th November, 1899. [14602

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAL THE Company's Steamship

-Captain-Williams,-will-be-despatched as above TO-MORROW, the 30th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 28th November, 1899. WEST RIVER SERVICE.

THE New River Steamers

".SAMSHUI," & "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M., MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MOON, KAMCHUCK, SAMSHUI, SHIUHING and TAKHING. Both Vessels have Superior Accommodation

for Saloon Passengers. Fares, including Sleeping Berth and Meals. HONGKONG to SAMSHUL

Return Fare ...... 17.50 HONGKONG to WUCHOW. Single Fare......\$20,00 Return Fare ...... 35.00 The Attention of Passengers is drawn to the

Magnificient Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARELE ROCKS" and "CAVES." For further Information, apply to

BUTTERFIED & SWIRE, Hongkong, 16th October, 1899. CHINA NAVIGATION COMPANY,

LIMITED. FOR MANILA, CEBU AND ILOILO. THE Company's Steamship

" NANCHANG," Captain Finlayson, will be despatched as above on FRIDAY, the 1st December.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 28th November, 1899.

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAL

"HE Company's Steamship

"WOOSUNG," Captain Dowson, will be despatched above on FRIDAY, the 1st December. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 28th November, 1899. CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship "SUNGKIANG." Captain Moore, will be despatched as above on SATURDAY, the and December. The attention of Passengers is directed to LETHE Steamship. the Superior Accommodation offered by this I Steamer. The Vessel is litted throughout with

Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 28th November, 1899. \_\_ [14824

# Shipping.

# STEAMERS.

IMPERIAL GERMAN MAIL LINE STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND **УОКОНАМА.** THE Imperial German Mail Steamship

"PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD. Captain H. Supmer, due here with the outward German Mail about the 29th instant, will leave

for the above places about 24 hours after arrival. NORDDEUTSCHER LLOYD. For futher Particulars, apply to MELCHERS & CO.,

... Hongkong, 25th November, 1899. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED,

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"CHELYDRA." Captain Davies, will be despatched as above on SATURDAY, the 2nd December, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, 27th November, 1899. THE OSAKA SHOSEN KAISHA,

LIMITED. FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

"TAMSUI MARU," Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 3rd December, at Daylight. For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Hongkong, 27th November, 1899. EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENS LAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND, TASMANIA, &C.) THE Steamship

"AUSTRALIAN, Captain Helms, will be despatched as above on FRIDAY, the 8th December, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried. N.B.-Return Tickets issued by this Company to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 22nd November, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "IDOMENEUS," Captain Riley, will be despatched as above on TUESDAY, the 12th December. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1899. [14338 OCEAN STEAMSHIP COMPANY. FOR LIVERPOOL (DIRECT). (Not calling at LONDON.) THE Company's Steamship

Captain Bartlett, will be despatched on or about FRIDAY, the 15th December. Taking Cargo to LIVERPOOL at LONDO!

For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, 24th November, 1899. ... [1466.

SHEWAN TOMES & CO'S. "NEW YORK FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship will be despached for the above Port, on or about the 20th December. For Freight, apply to

SHEWAN, TOMES & Co., Hongkong, 23rd November, 1899. [1447a CHINA NAVIGATION COMPANY.

LIMITED. FOR MANILA THE Company's Steamship "CHINGTU," Captain Williams, will be despatched as above on WEDNESDAY, the 20th December.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passing, apply to
BUTTERFIELD & SWIRE,

Hongkong, 23rd November, 1899. CHINA NAVIGATION COMPANY.

LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

Captain Williams, will be despatched on WEDNESDAY, the 20th December, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vossel is fitted throughout with Electric Light.

N.B .- Return Tickets Issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd November, 1899. FOR NEW YORK, VIA SUEZ CANAL.

"AFGHANISTAN," will be despatched for the above port For Freight, apply to DODWELL & CO., LIMITED, Hongkong, sist November, 1899 [1266a

# Shipping.

#### SAILING VESSELS. FOR PHILADELPHIA & NEW YORK.

THE 3/3 A.I.I. American Ship "ST. MARK" Captain Dudley, is ready to take Cargo here for the above Ports and will have quick

FOR BALTIMORE & NEW YORK

THE 3/3 A.I.I. American Ship-Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick.

despatched. FOR NEW YORK:

THE 3/3 L.I.I. American Bark "ADOLPH OBRÎG," Captain Amsbury, having arrived will shortly load here for the above Port and will have quick

For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, 10th November, 1899. 1405a

# Consignees.

## NOTICE TO CONSIGNEES:

HE P. & O. S. N. Co.'s Steamship

"COROMANDEL" FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hungkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by marks and delivery can be obtained as soon as the

Goods are landed. This vessel brings on Cargo:-From London, &c., ex S.S. Victoria & Arabia. From Persian Gulf, ex S.S. Pemba. Optional Goods will be landed here unless instructions are given to the contrary before

1 P.M., TO-DAY. Goods not cleared by the 1st December, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE,

Superintendent. Hongkong, 25th November, 1899. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE. THE Company's Steamship 'CHELYDRA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after Noon, the 29th instant, will be

landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance has been effected. Bills of Lading will be countersigned by. JARDÍNE, MATHESON & Co.,

General Managers. Hongkong, 27th November, 1899. [1473a] NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA." FROM ANTWERP, LONDON, PORTGAID. SUEZ, BOMBAY AND STRAITS. Consignees, of Cargo by the above-named. vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark

and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo: From Madras, ex S.S. Loodiana & Landaura. Goods not cleared by the 5th December, at P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE,

Superintendent Hongkong, 28th November, 1899.

## Intimations.

#### MITSUI BUSSAN KAISHA No. 6, Ice House Street, Praya Central

Head Office: TOKIO. . Branch Offices :-LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSING

NEWCHWANG and all Ports in JAPAN, Agencies :-Miki Coal Mines. Kanada Coal Mines. Hokoku Coal Mines. Yoshinotani, Coal Mines. Ohnoura Coal Mines. No. 1, Ohtsuji Coal Mines, Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines. Yamano Coal Mines.

Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Spinning Mills. Shanghal Cotton Spinning Mills. Tokio Cotton Spinning Mills. Milke Cotton Spinning Mills. Imperial Government Paper Milis Onoda Cement Company. ...

K. HASEGAWA. Manager: Hongkong, 19th August, 1809

MITAUL BUSSAN KAISHA

# PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Rord.

S now in a position, in his New and Come L'modious Premises, to eclipse, as heretofore. ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far Hast. GROUPS AND VIEWS

a speciality. Hongkong, 22nd September 1898/

SIEN TING. SURGEON DENTIST, No. 10, D'AGUILAR STREET. TERMS VERY MODERATE, Consultation free.



Mananga Mater the most delight-Toilet Water It renders thoskin firm, relieves mosquito bites and imparts a delicate fragance and feeling of comfort and freshness.

New Sensations in Perfumery RIGAUD'S KANANGA EXTRACT RIGAUD'S WHITE ROSE RIGAUD'S MELATI EXTRACT RIGAUD'S IXORA D'AFRIQUE EXTRACT HIGAUD'S LILY of the VALLEY EXTRACT RIGAUD'S YLANGYLANG EXTRACT RIGAUD'S BANTAM EXTRACT R'GAUD'S JASMINE or Chemalie EXTRACT 8. RUE VIVIENNE, 8, PARIS

## NOTICE.

RESPONSIBLE FOR DEBTS. Neither the Captains, the Agents, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours :--REUCE, American ship, D. Whitmore-Stan-

dard Oil Co.	, D. Williamore, State
VISITORS AT TO	HE HONGKONG
Mr. J. H. Aitken	Madame May & maid
Mrs. John Angus	Mr. J. Y. Mayston
Dr. C. Bach	Mrs. McCrackin and
Mr. W. S. Bailey	Condr. T. C. McLean
Mr. B. J. Barlow Mrs. A. Barnett	Mr. & Mrs. E. McLeod
	Mr. T. S. Meser
Mr. W. Berol	Mrs. Leo D. Miner
Mr. W. M. Black	Mr. R. J. Mulkern
Com. Blackburn, R.N. Comdr. B. Bleechen	Mr. E. O. Murphy Mr. A. C. Van Nierop
Mr. and Mrs. A. H.	Mrs. C. R. Noyes
	Mr. J. J. O'Neill
Mr. B. Branch	Mrs. O'Leary
Mr. J. W. Brown	Mrs. Jhon O'Shea
Mr. G. Brusse	Mrs. H. B. Orwig Mr. Enrique Ortiz
Mr. A. Bune Mr. T. F. Bargdorff	Mr. K. Ota
Mr. A. B. Carter	Mr. M. Pando
Dr. and Mrs. F. Clark	Mr. W. Parfitt
Mr. and Mrs. Sherman	Mr. J. C. Perry
Glarke Mr. W. H. Clemesha	Mr. Reeves Mrs. James Regan
Miss J. L. Cooper	Miss Regan
Miss Cuntiffe	Mr. and Mrs. C. E.
Mr. P. C. Denroche	Richardson
Mr. R. H. Douglas	Mrs. J. W. Richardson
Miss Drum	Miss Richardson Mr. G. E. Richardson
Mr. A. H. Ellis Mr. W. H. Everett	Mr., Mrs. and Miss
	Roberts
Mrs. J. Finnick	Mr. S. J. Robins
Mr. W. Fuckel	Mrs. Robbins
	Misses Robbins (3)
Mr. & Mrs. K. Gibson Comdr. F. D. Gilmour	Mr. R. T. Rolph Mrs. E. D. Ryan
Capt. Goddard	Mr. H. Simmins-
Major and Mrs. Griffin	
Mr. and Mrs. G. S.	Mr. C. F. Smith
Grosvenor	Mr. & Mrs. Snow-
Mrs. Groves Mr. T. Guignard	Mr. A. J. Hamilton Smythe
Mrs. Gustin	Mr. A. Spagnolo
Mr. R. J. Hall	Mr. M. Steger
Miss Hamilton	Mr. B. Taylor
Mr. Y. Hayakawa	Mrs. C. Thomas
Mrs. Heigley Mrs. Holcombe	Mr. W. J. Thomson Mrs. J. Todd
Staff-Surg. and Mrs.	Mr. S. Tomioka '
W. E. Home	Mrs. Tompkins
Mrs. Hopkins	Mr. Trigabal
- C	Miss Twining
Miss Humphreys	Mr. F. Urbig
Mrs. Jackson Major and Mrs. Jeffreys	Mr. H. S. Vaughorn Mr. G. Waghorn
Mr. and Mrs. Joseph	Mr. R. Waldow
Me E A Katsch	Mr. and Mrs. B. T.

#### Miss Mason VISITORS AND RESIDENTS AT THE

Mr. and Mrs. B. T.

Walling and child Mr. & Mrs. W. Whiley

Mr. and Mrs. A. W.

Mr. and Mrs. Bagnall

Mr. and Mrs. Worfield

Mr. J. M. de Zuniga

Mrs. J. Williamson

Mrs. G. N. Wolfe

Mrs. J. Wingate

Miss Whiley

Whitlow

	PEAK	HOTEL.
	Mr. and Mrs. F. E. All-	Capt. Kofod
	husen	Mr. J. E. Lee
	Mr. Louis Bermdoague	Mr. C. W. Longuet
	Mr. H. F. R. Brayne	Mrs. C. W. Longuet
	Mr. P. Bure	Mr. R. Mitchell
	Capt. Van Corback	Lt. Col. The O'Gorman
	Mr. G. H. Dann	Madame O'Gorman 🗀 🚉
	Mr. and Mrs. W. H. T.	Dr. Marx Peters
	Davis and child	Hon, H. E. Pollock
	Mr. A. L. Denison	Comdr. R. M. Rumsoy
	Mr. P. Dow	Mrs. H. E. Sharp
	Colonel H. Elsdale	Mr. A. Sinclair
	Mr. J. S. Ezekiel	Mr. A. Findlay Smith
•	Mrs. A. Fleet	Dr. Reich Stabsarzt
,	Mr. A. Forbes	Mr. A. G. Stokes
	LtCol. A. R. Fraser	Mr. A. P. Stokes
	Mr. H. H. Gompertz	Mr. O. D. Thomson
	Colonel E. H. Gorges	Mr. G. H. Wheeler
é	Mrs. Iburg	Mr. A. G. Wood
	The t	

Mr. E. A. Katsch

Miss J. Keithley

Mr. W. J. Kenny

Mr. Kinghorn

Mr. J. Lamke

Mr. JaKirkwood

Madam Konorah

Mr. E. A. Leggatt

Mr. A. G. Macmillan

Mr. W. v. Maslovsky

Mr. L. A. Levy

Mr. John Mason

Mrs. J. L. Kilworth

Major G. R. St. John CRAGIEBURN. Rev. F. Flynn, R.N. Miss Von der Pfordten Mr. R. F. Johnston Miss Gladys Von der Mr. C. Messer .... Pfordten Hon, and I rs. R. D. Mr. T. Reeves

Miss Ormahy R.A. Miss Demehy Ma and Mrs. Von der, Mrs. Simmonds Consul Volpicelli Miss Lille Von der Madame Volpicelli

# The Share Market.

LATEST QUOTATIONS.			
	(Nov	ember 20th.	)
<del>,</del>		Paid up	L

. Ban	ks.	
ngkong & Shang- nai Banking Cor- coration	£ 5	349 % premi

£ 1 £5.5 buyers .

quotation.

\$20 \$30 .008.
.000.
1.
\$242
\$59
Tls. 200
\$121
\$133
\$5

(Deferred).....

National Bank of

Fire Insurances. Hongkong Fire Ins. Co., Lid. ..... \$ 50 \$327} China Fire Ins. Co., \$ 20 \$87 buyers Ld. ..... Shipping.

Hongkong, Canton, &, Macao Steamboat Co., Limited ...... \$ 15 \$30 Indo-China Steam Navigation Co., Ld. ₺ 10 \$85 China & Manila S.S. \$ 50 \$90 Con Ld. Douglas Steamship Co., Ld. ..... \$ 50 \$47 China Mutual S. N. Co., Ld.—(Pref.) ... £ 10 £9.15 buyers China Mutual S. N. £ 10 £8 buyers Co., Ld.—(O'ary)... China Mutual S. N. £ 5 £4.15 buyers Co., Ld.—(O'ary). 3 10 3211 Star Ferry Co., Ld.... "Shell" Transport &

Refineries. China Sugar Refining: \$100 \$122 · Co., Ld. ...... Luzon Sugar Refining Cos. Ld. ..... \$100 347

£100 £230

Trading Co., Ld. ...

1	0011 22 1111111111111	A	Contract to
1	Min .	ing.	
	Punjom Mining Co.,	\$ 6	\$84
	Punjom Mining Pre- ference Shares Société Française des	\$ 1	\$1.4a
	Charbona iges du Tonkin	cs. 250	300 buye
	Queen Mines, Ld : Jelebu Mining and Trading Co., Ld		1
	Raub A'lian Gold Mining Co., Ld.' Olivers Freehold	·	1
	Mines, Ld		\$9
	Mines, Ld	\$ 4	\$6.75
	donian Gold Min- ing Co., Ld Do. (Preference)	\$ 1	\$0.80 \$0.50 selle
	Dooks, Wharve		

Hongkong & Whampoa Dock Co., Ld. \$125 525 % Hongkong and Kowloon Wharf & Godown Co., Ld. ..... \$ 50 \$85 Wanchai Warehouse & Storage Co., Ld. \$ 37\$ \$45 buyors New Amoy Dock Co., \$ 61 19 Ld. Aantaraaning! Lands, Hotels and Buildings. China Provident Loan & Mortgage Co., Ld. \$ 10 **\$9.50** 

Hongkong Land Investment & Agency Co., Ld.,.... \$ 50 \$110 Kowloon Land and Building Co., Ld... \$ 30 \$28 West Point Building Co., Ld. .... \$ 50 |\$29} Hongkong Hotel Co., \$ 50 3120 Lu. ..... Humphrey's Estate & \$ 10 391 Finance Co., Ld. ... Cotton Mille. Hangkong Cotton; Spinning, Weaving \$100 \$58 & Dyeing Co., Ld... Ewo Cotton Spinning International Cotton M'fg. Co., Ld........Tls. 100 Tls. 65

& W. Co., Ld. ..... Tls. 100 Tls. 65 Laou-kung-mow Cotweaving Co., Ld... Tls. 100 Tls. 75 Soy Chee Cotton Spinning Co., Ld....... Tls. 500 Tls. 350 Yahloong Cotton Spinning Co., Ld.,,.....Tls. 100 Tls. 55; Miscellaneous, Green Island Cement S 10 828 ...

China-Borneo Co., Ld., 8 55 \$10 A. S. Watson & Co., Limited .... "S 10 \$16,25 Watkins, Limited ... \$ 10 310 Hongkong Electric 5 10 8101 Co., Limited ...... Hongkong Electric Co., Limited ...... 8 2 82. Hongkong and China Gas Co., Ld.,..... £ 10 \$130 Hongkong Rope Ma-8 50 \$194 buyers nufacturing Co., Ld. Geo. Fenwick & Co., 5 25 542 \$ 25 \$125 H'kong Ice Co., Ld. H'kong High-Level \$100 \$147\frac{1}{6}\$6 Tramways Co., Ld. Dairy Farm Co., Ld. Hongkong and China Bakery Co., Ld. ... \$ 50 325 Campbell, Moore and \$ 10 313 buyers Co., Ld. ..... Bell's Asbestos East-

ern Agency, Ld. ..

United Asbestos

Oriental Ag'cy, Ld.:

United Asbestos

Oriental Ag'cy, Ld.,

Carmichael & Co., Ld.

Tehrau Planting Co.,

Tebrau Planting Co.,

Telephone No. 145

Ld. Benjamin, Kelly & Porte Share Brokers Telegraph Address- Rlalto,"

L 1 Lt nominal,

\$ 5 \$5 per share;

£ 2 82

3 10 810

\$ 20 \$B

EXCHANGE. Hongkong, 29th November. ON LONDON, Telegraphic Transfer...1/11 7/16 Bank Bills, on domand .....1/114

Credits, 4 months' sight...2/0 1/16 D'ments, 4 months' sight .....2/0 3/16 ON PARIS, Bank Bills, on demand .....2.46] Credits, 4 months' sight .....2.52 ON NEW YORK, Bank Bills, on demand ...47 Credits, 30 days' sight .......48} ON SHANGHAI, Telegraphic Transfer ......711 Private, 30 days' sight .......72 ON YOKOHAMA, T.T. .....4 per cent. prem. Sovereigns, Bank's Buying Rate .......510.25 Gold Leaf 100 touch, per tael .....53.40 

OPIUM QUOTATIONS.

Dollars . ...... . . . . . . . . . . . . . per cent. prem.

1		
	Hongkong, 29th N	ovember.
	New Patna895	per chest
	New Benares8721	
	New Malwa870	per picul
	Old Malwa910	11
	Persian, paper tied825	
:		

# VESSELS IN PORT.

Steamers. AMBRIA, German steamer, 2,200, Burmistein, 27th Nov.,-Hamburg 8th Oct., and Singapore 18th Nov., General.—Siemssen & Co. AMIGO, German steamer, 872, J. Bendixen, 28th Nov.,-Haiphong 25th Nov., Rice,-

Jebsen & Co. BISAGNO, Italian steamer, 1,509, D. Maganzini Dante, 25th Nov., -Bombay 4th Nov., and Singapore 18th, General.—Carlowitz & Co. CHELVDRA, British steamer, 2,467, J. T. Davies, 26th Nov.,-Calcutta via Penang and Singapore 17th November, General.— Jardine, Matheson & Co.

DAPHNE, German steamer, 1,292, Th. Nissen, 17th Nov., -Kutchinotzu 12th Nov., Coal. -Siemssen & Co. EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct.,-Swatow 21st Oct., Ballast .-

Lauts, Wegener & Co. ESMERALDA, British steamer, 966, A. R. W. Cobban, 25th Nov.,-Manila 22nd Nov., General.—Shewan, Tomes & Co. GAELIC, British steamer, 2,691, Wm. Finch, R.N.R., 22nd Nov., -San Francisco 24th Oct., Honolulu 31st, Yokohama 14th Nov., Kobe 15th, Nagasaki 17th, and Shanghai 19th, Mails and General.-O. & O. S. S.

HAITAN, British steamer, 1,183, J. S. Roach, 19th Nov., -Foochow and Amoy 18th Nov., General.—Douglas, Lapraik & Co. HATING, French str., 705, M. Jenssen, 26th Nov., -Haiphong and Hoihow 25th Nov.,

General.—A. R. Marty. HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 6th Nov., -Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General.—Melchers & Co. HOLSTEIN, German steamer, 985, M. Ipland,

28th Nov.,-Saigon 22nd Nov., Rice.lebsen & Co. MACHEW, British steamer, 995, J. E. Farrell, 25th Nov.,-Siam 15th Nov., and Swatow 24th, General.—Butterfield & Swire.

NANCHANG, British steamer, 1,098, E. Findlayson, 23rd Nov.,—Canton 22nd Nov., General.—Butterfield & Swire. PARSHAN, British steamer, 1,235, J. Jenkins, 20th Nov., -Bangkok 9th Nov., Rice and

Meal.—Bradley & Co. Liberal, Portuguese gunbont, 588 tons, Comdr. PROSPER, Norwegian steamer, 789, E. Thorsteinsen, 28th Nov.,-Canton 27th Nov., General.-Geo. R. Stevens & Co. QUEEN ADELAIDE, British steamer, 1,835, F. M. Mair, 28th Nov., -Shanghai 24th Nov.,

General.—Dodweil & Co. SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 26th-Nov.,—Swatow 25th Nov., General.—Arnhold, Karberg & Co. SANDAKAN, German steamer, 1,374, E. Muhle, 18th Nov., - Sandakan 12th Nov., Timber

and General.—Melchers & Co. SOCOTRA, British steamer, 3,896, Thos. H. Hide, R.N.R., 28th Nov.,—London 7th Oct., and Singapore 22nd Nov., General.— P. & O. S. N. Co. SUNGKIANG, British steamer, 1,021, S. W. Moore, 28th Nov.,-Manila 25th Nov.,

General.—Butterfield & Swire. THALES, British steamer, 819, Passmore, 28th Nov.,-Taiwanfoo 23rd Nov., Amoy 26th, and Swatow 27th, General, - Douglas, Lapralk & vo. UNDAUNTED, British steamer, 2,026, S. Elcoale,

9th Nov., -Philadelphia 8th Sept., Kerosine Oil.—Order...

## Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Armsbury, 17th Oct.,-New York 5th May, Case Oil.-Standard Oil Co. JOHN MCDONALD, American ship, 2,128, Stern,

25th Nov.,-New York 25th June, Oil.-Standard Oil Co. LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,-Callao Peru 21st July, Iron.-MARY L. CUSHING, American bark, 1,540,

Pendleton, 1st Oct.,-New York 16th May, Case Oil.—Order. RETRIEVER, British schooner, 96, Parker, 8th Sept.,-Honolulu 16th July, Ballast.-

-REUCE, American ship, 1,828, D. Whitmore,

3rd Oct.,-New York 30th May, Case Oil. -Standard Oil Co. SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,-Cebu and Phillipine Islands 22nd Aug., Ballast.-Order. ST. MARK, American ship, 1,861, D. W. Dudley,

7th Nov. - Manila 19th Oct., Ballast,-STATE OF MAINE, American ship, 1,500 Colcord, 9th Oct.,-New York 20th May, Kerosine Oil.—Standard Oil Co.

WARATAH, British schöoner, 25, Haynes, 23rd WEST YORK, British bark, 706, N. S. Faister, 9th Nov., -Albong, W.A. 4th July, Sandal Wood.—Order.

W.M. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,-New York 7th May. and Rio Janeiro 11th July, Kerosine.-Standard Oil Co.

#### HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 29th, 1899. Alacrity, despatch-vessel, 1,725 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong.

Algerine, sloop, 1,050 tows, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Woi-hai-wel. Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon, S. C.

Colvine C. A. Hongkong Bonaventure, 2nd class cruiser, 4,360 tone, 18 guns, 0,000 i.h.p., Capt. R. H. J. Mont. Nargen, Russian torpedo boat, 85 tons 4 guns, gomerle, C.B., R.N., Shanghai. 1,200 h.p., 22 knots. Brish, British cruiser, 1,770 tons, 6 guns, 5,600 Noverossisk, Russian torpedo boat, 87 tons, 4 her Capt. Wroy, Shanghal.

guns, 13,000 i.h.p.; Captain J. R. Jellicon, en route Singapore Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Condr. C. Winnington-Ingram, Hankow.

Endonison, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong. Esk, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick,

Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Firebrand, 3rd class gunboat, 455 tons, 4 guns,

360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer,

260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, 2nd class cruiser, 4,360 tons, 9,000

i.h.p., 18 guns, Capt. R. S. D. Cumming, en route Singapore. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Linnet, gun-vessel, 756 tons, 2 heavy guns, .

6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow. Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila. Pigmy, 1st class gunboat, 755 tons, 6 guns,

1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wei. Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong. Redpole, British gunboat, 805 tons, Capt. F. F.

Haworth Booth, Hongkong. Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong. Tweed, coast defence gunbout, 363 tons, guns, 200 i.h.p., Lieut.-Comdr. H. E. Hill-

man, on the West River. Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Manila.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Wei-hai-wei.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow. Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut-Comdr. E.

Kelly, Hongkong. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtsze. Woodlark, British gunboat, 2 guns, 550 h.p.,

Lt.-Comdr. R. A. Norton, on the Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class Italian.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Call, Shanghai. Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Chefoo. Liguria, Italian cruiser, 4,500 tons, Captain Casella, Singapore.

Piemente, Italian cruiser, 2,800 tons, 12 guns, Captain Giuliani, Singapore. Stromboli, Italian cruiser, 4,000 tons, 36, guns, 6,252 h.p., Capt. C. Bregante, Hongkong.

Miscellaneous.

Cunha, Hongkong. Presidento Sarmineto, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

#### FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki. Galdamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Screbren-

nikff, at Nagasaki. Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki. Koreyetz, Russian cruiser, 1,200 tons, 9 guns, Zafiro, U.S. dispatch-vessel, Master A. M.

2,150 h.p., Capt. Silimann, at Nagasaki. Mandjour, Russian cruiser, 1,213 tons; twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki. Navarin, Russian battleship, 10,000 tons, 10

guns, 9,000 h.p. Captain Yenish, at Naga-Nayendnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki. Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain

Coprianoff, at Nagasaki. Pamiet Azova, \* Russian cruiser, 6,000 tons, 36 guns, 8,000-h.p., Captain Nidermiller, at

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostock. Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns,

13,500 h.p., Capt. Haupt, at Nagasaki. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Naga-

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki. Sept. Takow 15th Sept., Ballast -- Mr. F. Vladimir Monomach, Russian cruiser, 6,000 W. Hall., tons. 16 guns. Prince Ouchtomsky, at Chetons, 16 guns, Prince Ouchtomsky, at Che-

> h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki. Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons,

3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots. (1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Amichichof Pussian torpedo bost, 87 tons, 4 guns, 970 h.p., 19 knots. guns, 2,900 h.p., 22 knots.

Centurion, 1st class Battleship, 10,500 tons, 14 | Podorosnik, Russian torpedo boat, 23 tons, 1. gun, 220 h.p., 16 knots. Sista, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots. Sterlaid, Russian torpedo boat, 23 tons, I gun,

 220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. † Flagship of Vice-Admiral Alexeieff.

\* Flagship of Rear-Admiral F. V. Dubossoff † Flagship of Rear-Admiral Recunoff.

# THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong. D'Entrecasteaux, \* 1st class cruiser, 8,114 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Kwang-chau-wan.

Descartes, 2nd class protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Philibert, Eure, Dispatch-transport, Capt. Vallée, at

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Kwang-chau-

Kersaint, 3rd class cruiser, 1,243 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Kwang-chau-wan. Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, at Hoihow.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Kwang-chau-wan. Surprise, gunboat, 627 tons, to guns, 860 i.h.p., 24 guns, 8,500 h.p., at Yokosuka. Capt. Mornet, at Hongay.

\* Flag ship of Vice-Admiral Courrejolies.

THE GERMAN SQUADRON. Deutschland, \* German battleship, 8,400 tons 38 guns, 5,360 h.p., Capt. Müller, at Hong-

Gefion, German crulser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Hongkong. Hansa, German cruiser, 6,000 tons, Capt. Pohl,

en route Hongkong. Hertha, German cruiser, 6,000 tons, Capt. S. V. Usedom, at Hongkong.

Iltis, German gunboat, to guns, 1,500 h.p., Captain H. H. Lans, on the Tsingtau. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Nagasaki.

Jaguar, German cruiser, Captain Kinderling, at Kiaochow. Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at

Shanghai. \* Flagship of Prince Henry of Prussia.

## THE AMERICAN SQUADRON.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila. Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199

h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p. Lieut. Comdr. N. J. K. Patch, at Manila. Concord; U.S. gunboat, 1,700 tons, 6 guns, 3,405 - h.p., Comdr. S. M. Ackley, at Manila. Culgon, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6, 100 tons, 1,300 h.p.; Lieut.-Comdr. W. H. Everett, at Hong-

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila,

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 Leutze, at Manila. Nanshan, U.S. collier, Lieut. L. A. Kaiser.

Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11, 111 h.p., Capt. G. F. F. Wilde, at Manila. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns,

800 h.p., Comdr. Harry Knox, at Manila. Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

to guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

#### RIVER STEAMERS, SCHOONERS. AND LORCHAS.

Fatshan, British steamer, 2,260, J. Dick, Asama, sailing corvette, 1,420 tons, 12 guns, 21 Hongkong, Canton, and Macao Steamboat

Ho-nam, British steamer, 1,377, H. D. Jones, -Hongkong, Canton, & Madao Steamboat Powan, British steamer, 1,890, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat

Hankow, British steamer, 2,235, C. V. Lloyd, Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tai

On Steamship Co.

Hongkong and Macao. Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao

Chun Wai, British steamer,-Kwong Wan S.S.

Steamboat Co. Maoso and Canton. Lungshan, British steamer, 108, Morrison,-

Hongkong, Canton and Macao Steamboat Vastock, Russian torpedo gunboat, 4 guns, 650 Kiangtung, Chinese steamer, 583, Holmes,-China Merchant Steam Navigation Co.

> Canton and West River. Lungkiang, British steamer, 108, J. J. Lossieres, --Hongkong, Canton and Macao Steam-City of Whampon, Chinese steamer, 40,-Ah

Sun Chow, Chinese steamer, -Ah Yon.

Hongkong and West River. Saikong, British steamer, 259, Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S.

Lil.American lorcha Wuchow, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S. Samshui, British steamer, Summers,-Hong-

& Co. and B, & S.

Lorohas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong to Canton, Hung Kum Sing.

## JAPANESE MEN-OF-WAR.

# Battleships.

Yaikini, 1st class, 12,400 tons, 36 guns, 14,000 h.p., at Kure. Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka. Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokosuka.

Coast Defence Ships. Matsushima, 1st class, 4,277 fons, 25 guns, 5,400 h.p., at Saseho. Itsuskushima, ist class, 4,277 tons, 35 guns, 5,400 h.p.; at Kure. Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka. Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.,

Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p. at Yokosuka. Cruisers. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho. Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure. Yoshino, protected cruiser, Ist class, 4,150 tons, Naniwa, protected cruiser, 1st class, 3,709 tons,

tons, 24 guns, 2,120 h.p., at Keelung. Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227

Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p., at Yokosuka. Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka. Akitsushima, protected cruiser, ist class, at

Miyako, and class, 1,800 tons 34 guns, 5,000 h.p. Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p., at Shanghai. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630

2,887 h.p., at Kure. · Sloops and Corvettes, Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka. Kaisuragi, 1,480 tons, 10 guns, 1,600 h.p., at

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan. Kaimon, 1,360 tons, to guns, 1,125 h.p., at Saseho. Amagi, 1,030 tons, 13 guns, 720 h.p., Yokosuka. Oshima, 640 tons, 10 gans, 1,200 h.p., at Sasehol Akagi, 620 tons, to guns, 700 h.p., at Kure.

Atago, 620 tons, 10 guns, 700 h.p., at Kobe. Maya, 620 tons, 10 guns, 700 h.p., at Kure. Soko, 572 tons, 4 guns, 400 h.p., at Sascho. Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 hap. Chin Put, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p.

Taisula, 675, tons; 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka. .Torpedo-boats.

Yugiri, 279 tons, at Takeshiki. Shiranuki, 279 tons, at Kobe. Comdr. I. Ishida, at Yokosuka. Shiramuos, torpedo-boat, 278 tons, Comdi Kosoma, at Japan.

14 boats (Creusot), 56 tons, 2 torpedo tubes,

4 boats (Yarrow), 40 tons, 3 torpedo-tubes, to boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Naniwa, at Yokosuka. Rinjo, armoured cruiser, 2,530 tons, to guns, (used as gunnery traning ship.)

(used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns, (used as training ship.) To guns, 520 h.p., at Edajima. (used as training ship.)

Yokosuka used as a hulk.) Jingel wooden paddle steamer, 1,465 tons, 2 small guns

# Post Omce.

30th instant, at 9 A.M. For Singapore, Penang and Bombay-Per Bisagno to-morrow, the 30th inst., at 10 A.M. For Manila-Per Legaspi to morrow, the 30th instant, at 10 A.M. For Sandakan-Per Sandakan - to-morrow. the 30th instant, at to A.M. For Shanghal-Per Pakhol to-morrow, the 30th instant, at 10 A.M.

30th instant, at 2 P.M. For Nagasaki and Vladivostock - Per Daphna to-morrow, the 30th instant, at 4 P.M. For Amoy and Manila-Por Esmeralda tomorrow, the 30th inst, at 4. F.M. For Swatow-Per Formosa to-mortow, the

ist Dec., at II A.M. For Manila, Cebu and Iloilo-Per Nanchang on Friday, the 1st Dec, at 11 A.M. For Singapore, Penang and Colombo—Per Sanuki Maru on Friday, the 1st Dec., at 11 A.M. on Friday, the 1st Dec., at 4 P.M. For Singapore, Penang and Calcutta-Per

Saturday, the 2nd Dec., at 3 P.M.:
For Shanghai—Per Loong moon on Saturday,

the and Dec., at 3 P.M. kong, Canton Macao Steamboat Co. L. M. Printed and Published by ETHELBERY Road Central in the City of Victoria, Hong.

Takachino, protected cruiser, 1st class 3,700

Akilsusu, protected cruiser, 1st class, 3,150 Suma, protected cruiser, 1st class, 2,700 tons,

· Psukushi, 3rd class, 1380 tons, 12 guns,

Yantato, 1,480 tons; to guns, 1,500 h.p., at Chemulpo.

Chlokat, 620 tons, 10 guns, 700 h.p., at Taku. Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Murakumo, 279 tons, at Ujina: Shinonome, 279 tons, at Kure. Ikadusch, torpedo-boat destroyer, 331 tons, Kolaka, 190 tons, 5 torpedo-tubes, 1,400 h.p.

tons, 4 guns, 5,244 h.p., Comdr. E. H. C. .,7-boats (Kobe),-36-tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, a torpedo-tubes, boots (Schichau), oo tons, 3 torpedo-tubes;

> Miscellaneous. Tokiwa, at Yokosuka.

Fuso, at Kure. Yosemite, U.S. converted cruiser, 6,179 tons; 800 h.p. 800 Kanjiu, sailing ship, 877 tons, 6 guns.

Tsukuba, wooden screw steamer, 1,980 tons,

(used as torpedo training ship.

A-Mail will close :-For Haiphong-Per Amigo to-morrow, the

For Shanghai, Nagasaki, Kobe, Yokohama,.... Honolulu and San Francisco—Per Gaelle tomorrow, the 30th instant, at II A.M. For Shanghai-Per Ambria to-morrow, the

30th instant, at 3 P.M. For Shangbai-Per Woosung on Friday, the

Chelydra on Saturday, the 2nd Dec, at 10 A:M. For Europe, &c., India, via Tuticorid—Per., Annam on Saturday, the 2nd Dec., at 11 A.K. For Nagasaki and Kobs Per Socoina on